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COMPLETED!

THE LAST

DRIVEN TO-DAY!

The East and the West

Clasp Hands in The Selkirks.

An Achievement Unparalleled in Railway Building.

A Complete History of the Great Enterprise

From its Inception to the Closing Scene, To-day.

From latest advices, we are in a position to say that the last rail of the Canadian Pacific was laid this morning, and through rail communication established with the east. In consequence, however, of the wires above New Westminster being prostrated all day, the dispatches, for which arrangements had been made, were not received. The closing ceremony in the momentous event was of a quiet and unostentatious character. General Manager Van Horne, Mr. D. A. Smith, Mr. Sandford Fleming, Mr. Harris, of Boston, a director of the road, and a few other prominent gentleman participated. As the hammer descended for the last time a ringing cheer awoke the mountain echoes and reverberated through the valleys. All along the line, from station to station, through the illimitable "sea of mountains," across a thousand miles of prairie, around the rock-bound shores of Superior, and through the rich provinces of Ontario and Quebec, one universal shout of rejoicing went up in response to the word, flashed over the wire, that the great work which has engaged the attention of Canada to the exclusion of almost every other topic, was finally finished. The day will forever remain a red-letter one in the annals of Canada, and the beginning of a new and brighter era for the province by the Pacific. That the fondest anticipations may be realized to the full, is the fervent hope of every Canadian; and if we are but true to ourselves and our country, the wildest expectations that have ever been entertained will fall far short of the magnificent achievements that have to-day been made possible.

HISTORICAL.

The burying of the political hatchet by the then Hon John A. Macdonald and the late Hon. George Brown in Quebec, where the Canadian Parliament then met, in the spring of 1864, caused by a deadlock in the carrying on of the legislature of the country, was the necessary step towards confederation. Invitations were issued to the political leaders of the provinces of Upper and Lower Canada, Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland, to attend a convention to be held in Charlottetown, P. E. I., in July, 1864. At this most important gathering there were a large number of distinguished politicians present. The subject of an union of all their provinces was discussed. The two provinces of old Canada struck hands with Nova Scotia and New Brunswick, and confederation was resolved upon. For some years Prince Edward Island remained aloof, as did also Newfoundland, which attitude the latter maintains to the present day. The financial position of each province in relation to the Dominion was adjusted on a certain basis, and accepted accordingly.

The Intercolonial Railway,

the construction of which under another name had been begun, but abandoned in consequence of lack of funds, was to be completed by the government as a public work. The difficulty of sending troops from Halifax to Quebec, a distance of over 600 miles, in the dead of winter, during the Trent affair, rendered the construction of this road imperative as a political and military necessity. All parties were committed to the building of this line, and it was pushed forward with such rapidity as is usually the case with all public works undertaken by a government. Without such a railway, there would be no means of direct communication during winter between the maritime provinces and those further westward.

Offers had been made to Prince Edward Island to construct a railway from end to end of that beautiful Island, but the people were not as yet prepared to capitulate to the Canadian wooer.

The Dominion of Canada

came into existence on the 1st of July, 1867, by virtue of the North America Act which had been passed by the Imperial Parliament. Confederation was a union of the four provinces already named, Ontario, Quebec, New Brunswick and Nova Scotia.

The control of the Hudson Bay Territory, of Canada, had long been agitated, and in 1869 terms had been agreed upon and Canada took possession of that vast inland empire, in January, 1870. But the possession of this land of "illimitable possibilities" would not be of much value unless an outlet could be procured for its products. Supplies in the early days had reached the trading posts of the company by sailing vessels from Liverpool to Hudson Bay, thence by the Nelson river to Lake Winnipeg, the great Saskatchewan and other navigable streams for small craft. The age of steam demanded a somewhat swifter means of communication than this process. A railway was mooted, but few gave the matter any serious consideration, as it was considered altogether utopian for a country like Canada to undertake the work. Far-seeing statesmen, however, predicted that at a not very remote period it would be an accomplished fact.

Overtures to British Columbia.

The union of the British North American provinces into a single nation had received the approval of the Colonial office in Downing street, London. Communications passed between the Secretary of State for the Colonies and the Governors of the provinces of Prince Edward Island, New Foundland and British Columbia. Having secured the great Northwest territory, extending from the western boundary of Ontario to the eastern boundary of this province and from the International boundary line on the south to the Arctic sea on the north, it was deemed of the utmost importance that British Columbia should be induced to cast in her destinies with the Eastern provinces. With this object in view it has been stated that the then Governor of this province, Sir Anthony Musgrave, was urged by the Colonial office to induce his government to bring the subject before the legislature. Overtures then came from Canada. As early as 1868 the Governor of the province began agitating for a union. The scheme at first was not a popular one; but it gradually gained in public favor. Great as had been the triumph of the Unionists in the East they were not satisfied. The crowning act of their achievements had yet to be achieved. British Columbia must be won. The woer and the wood began negotiations in earnest.

The Pacific Railway Promised.

While the scheme of uniting with Canada found friends in this province, there were a large number who were hostile to the change. The pros and cons were discussed ably and intelligently. At last a delegation was appointed to proceed to Ottawa to secure for the province the best terms possible. This delegation was composed of Hon. J. W. Trutch, who was then Commissioner of Land and Works under the Crown Colony government, Drs. Carroll and Helmcken. It has been stated that when this province sought admission into the Dominion, the delegates only asked that a coach road be constructed across the mountains at once, to connect with the railroad systems of the east, and that a transcontinental railroad be afterwards constructed at a moderate rate of speed; $1,000,000 a year being the sum named to be expended thereon yearly. This was a very modest demand. Sir John Macdonald, however, knowing full well that a wagon road would not prove acceptable to British Columbia, in a fit of enthusiastic liberality, offered to substitute instead of a wagon road the commencement of the building of a transcontinental railway within two years after the union, and its completion in 1881. This proposal was at once accepted by the British Columbia delegates, and Canada then became bound to construct, within ten years the Canadian Pacific Railway, from a connection with the eastern railway system to the Pacific ocean. The delegates returned to this city highly elated with their success. Hon. Mr. Trutch again went to Ottawa during the season of 1870-1. The terms of union were discussed in parliament very warmly. It was held that a rash bargain had been made by the government, for even a preliminary line, or survey, had not been made, rendering it impossible to complete the line within the time specified, and that the undertaking was too much for the resources of the country.

Mr. Trutch was asked to signify that the province would not hold the Dominion to the literal fulfilment of the undertaking, should the difficulties prove great, and that it would be satisfied with an earnest effort to do what was promised; a declaration, however, which added nothing to its value, for once the resolutions, which specified the terms of the bargain made with British Columbia, would, when embodied in a royal proclamation, became part of our constitution, and would not be modified by any Act or resolution of the Canadian Parliament.

Surveying Begun.

The articles of union were finally passed by the local legislature of this province and the parliament of Canada, and the capitals commenced on July 1, 1871. The province accepted of the Dominion Customs tariff and the Inland Revenue regulations. The Dominion agreed to pay an amount per annum for the right of way for the railway line as a subsidy to the province to provide for the administration of justice, postal and other facilities.

A force of surveyors were sent to the province and operations were begun by them. Many routes had been suggested by which to reach this city, and these were being explored. By an Order in Council, passed in 1872, Esquimalt had been selected as the Pacific Ocean terminus of the road, and the first sod was turned there. It was believed by many that the Bute Inlet route to this city would be the one finally selected. The first years operations on the surveys revealed the fact that formidable obstacles would be met with, and it was a question how far these could be surmounted. At the end of 1872 three routes were reported upon, but none of these were considered as satisfactory. Explorations were continued in British Columbia, from Fort Garry to the Rocky Mountains, and from the Ottawa valley along the shores of Lake Huron and Lake Superior to the Red River.

The progress made on this coast, it is asserted by those who should know, to have been wretchedly slow, and extremely expensive.

The Policy for Building the Road.

Sir George E. Cartier, in explaining in Parliament how the government intended constructing the road, laid down two principles, which dominated all Canadian Pacific legislation for many succeeding years. The first was that the road should be built without increasing the rate of taxation, that is, that it should not become a burden on the people of Canada. The second was that the road should be constructed by a private company. But time showed that the project of building a railway which the Finance Minister of that day, Sir Francis Hincks, estimated would cost $100,000,000, without increasing the burdens of the country was chimerical. In those days Canadian statesmen were nearly all optimists, and they believed that liberal grants of land would enable a private company to construct the road. The length estimated at that time was 2500 miles and the proposed subsidy, 20,000 acres per mile, for the entire distance. To aid in the construction of the road, this province handed over to the Dominion government a belt of land 20 miles wide on both sides of the railway.

Mr. Mackenzie, the leader of the Liberal opposition, enunciated his policy in an amendment to the union resolutions, that the route should be first ascertained by careful surveys, and the road then constructed as rapidly as the financial condition of the country would warrant. It would be found unnecessary to build the greater portion of the road for thirty years, Mr. Mackenzie said. The House differed with him however, and his amendment was voted down.

Companies are Found to Complete the Undertaking.

Alfred Haddington, who had lived in this province for many years, and had an enthusiastic faith in the project of a transcontinental railway, interested some American capitalists in the subject, and ultimately a company was formed, with Sir Hugh Allan as its president, for the purpose of constructing the road. Most of the capitalists associated with Sir Hugh were Americans. They applied for a charter under the title of the Canadian Pacific Railway Company. A rival company of Canadian capitalists was soon afterwards formed at Toronto, under the name of the Interoceanic Company, with the Hon. (now Sir) D. L. Macpherson as its president. Between these two companies there was bitter rivalry and the friends of the Interoceanic Company raised the patriotic cry until Sir Hugh Allan found it expedient to drop, at least nominally, his American associates.

Both companies were incorporated with a capital of $10,000,000, and when the House opened in 1872 each used all its influence to secure the contract for itself. The government with a general election imminent dared not offend either powerful company by giving the preference to its rival, and they accordingly introduced resolutions giving them the power to deal with either company, or an amalgamation of the two companies, or in case an arrangement could not be arrived at with a new company. The resolutions outlined the Conservative railway policy. The road was to be built from some point near Lake Nipissing to the Pacific coast, and to aid in its construction the government were authorized to grant to the company undertaking it a money subsidy of $30,000,000 and a land grant not exceeding 50,000,000 acres to be given in alternate blocks twenty miles square on each side of the line. The money subsidy, it was explained by Sir George Cartier, would in all probability be recouped to the government by the proceeds from land sales in the Northwest.

The Allan Company--Elections of 1872--The Pacific Scandal.

The Allan-McPherson companies being unable to effect a compromise they dissolved, and a new one was formed, with Sir Hugh Allan at its head and many of the persons who had been interested in the other ventures as members. To this company the charter was given, and in the subsequent general election it was announced to the public that the difficulty had been satisfactorily solved, and that the road would be immediately constructed by a rich and powerful company.

Parliament was dissolved in the summer of 1872. An appeal was made to the people. The Pacific Railway and the Washington treaty of 1871, were the pivot questions on which the elections were to turn. The elections resulted in a Conservative victory, and everything pointed to an era of great railway development.

In a few months, however, confusion reigned supreme. The Allan Company had failed to secure the support of European capitalists, as a result of which it went to pieces. Then came the charges of the Hon. Huntington in the Canadian Parliament that Sir Hugh Allan had advanced large sums of money to the Government to enable them to carry the elections in return for obtaining the charter. The Conservative Government resigned; a Reform administration took its place; a general election in January, 1874, resulted in a sweeping Liberal victory, and the Hon. Alex. Mackenzie was given an opportunity to put his views on the construction of the road into execution.

The General Election of 1874 Sustained the Liberals.

While in opposition Mr. Mackenzie, as leader of the Liberal party, gave an uncompromising opposition to the scheme. Fears and doubts were entertained as to the policy his government and party would be likely to pursue. His cabinet on appealing to their constituents for endorsation were triumphantly elected. A vacancy occurred in West Toronto, which was an ultra Conservative constituency. The Liberal candidate, the late Chief Justice for Ontario, then Mr. Thos. Moss, carried the riding by a majority so convincing that a strong Liberal wave had set in that the parliament elected in 1872 was dissolved, and a new election held in January, 1874. The victory of the government at the polls was an overwhelming one. The irregularities that had taken place between the Conservative government and Sir Hugh Allan was handled to advantage by the Liberals. This party had promised much and accordingly great things were expected of them.

Railway Policy of the Liberals.

In opening the election campaign of 1874, Mr. Mackenzie in his address to the electors of Lambton briefly outlined the general policy his government was going to pursue. His predecessors had on two occasions passed acts affirming the principle that the taxation of the country should not be increased by the building of the road. Mr. Mackenzie endorsed this declaration. The most striking characteristic of this policy was the building of the road gradually, utilizing the "magnificent water stretches" of which the public heard so much at that time and the intention of the government to build the road as a government work instead of handing it over to a company. A provision was inserted in the Act of 1874 offering a subsidy in money per mile of $10,000; 4 per cent guarantee during 25 years on a sum per mile to be named by the tenders, and a land subsidy of of 20,000 acres per mile, to be arranged for at the discretion of the government. But it was evident that the intention of the government was to build the line by connecting the Ontario and Quebec system of railways with the Georgian Bay. The lakes were then to be utilized to Fort William. From this point there was to be a sort of amphibious route, partly on water and partly on land to the Red River. A railway was to be run from that point to the Saskatchewan, which was to be then utilized in reaching the Rocky Mountains. A road was to be constructed from that point through to the Pacific ocean. This scheme postponed for an indefinite number of years the construction of the greater portion of the road. The friends of the government claimed that in adopting this policy the entire energies of the country could be devoted to the British Columbia portion, which it was estimated would cost a sum in the neighborhood of $35,000,000. Extensive surveys were to be made with the view of ascertaining the best and easiest route from the east to the Pacific ocean. British Columbia was to be asked to agree to some new arrangement claimed to be more in consonance with the resources of the country than the terms of the union treaty of 1871.

Missionary Edgar Visits the Province.

The Customs tariff in force here prior to the union was light, as compared with the Canadian one, which the British Columbians had agreed upon accepting, on condition that railway construction was to be proceeded with. Alarm was taken at the proposal of Mr. Mackenzie to ask for a relaxation in the terms of union. Shortly after the election of 1874, when the Liberals found themselves safely entrenched on the treasury benches, the government decided on sending Mr. J. D. Edgar, who was supposed to be an adept at diplomacy, to this province with the view of securing either an extension of the time specified with the former government for the commencement of operations on this coast, or by substituting a bonus and an annual allowance the union terms would be modified. It was claimed by the Ottawa government that the fulfillment of the terms of 1871, was a mechanical and financial impossibility. Nearly four years had now passed, and nothing practically had been done on this coast; the most competent engineers had been unable to determine upon a permanent route. The local government felt disposed to exact the amount of its bond. It had a perfect right to do so; this province had entered the union in perfect good faith and equal faithfulness and integrity was to be expected of the Dominion. A very hostile feeling to the Federal government now took possession of the people, and secession was freely discussed.

Prominent Personages "Flop."

It has since become known that Mr. Edgar, although he had letters of introduction to the Lieut.-Governor of the Province Hon. J. W. Trutch and the government, he had not the power to bind the Federal government to any arrangement that might be arrived at. He had several interviews with the Cabinet, during which the gravity of the situation was discussed. A prominent journal in this city, which had hitherto been relentless in its onslaughts on the Ottawa government, suddenly became its most abject apologist. No cogent reason was given at the time. It was broadly charged that very substantial arguments, in the shape of glittering gold, or some such palm, were brought to bear on those connected with the journal in question; one receiving the "needful" while another was provided for in being appointed to a comfortable government office. The feeling of indignation now became greater than ever.

The Carnarvon Terms.

Mr. Edgar's movements and actions while in this province did not tend greatly to popularize the government which sent him hither, both of whom were looked upon with the gravest of suspicion. Finding it impossible to arrive at an understanding, Mr. Edgar was recalled. The local government here then took up the matter in earnest. The action of the Federal government had alienated the sympathies of many who had hitherto professed warm friendship. The people undoubtedly were with the local government, which now determined upon referring the matter to Lord Carnarvon, who was then Colonial Secretary, for a solution. He drew up what has since been known as the Carnarvon terms, the principal provisions of which were that a railway should be built across the Island of Vancouver from Nanaimo to Esquimalt, that the moment the necessary surveys were completed at least $2,000,000 would be annually spent in railway construction in the province, and that by December 31st, 1890, the road was to be open from Lake Superior to Esquimalt.

These terms were regarded as somewhat severe by the Dominion. However to give effect thereto a bill was introduced by Mr. Mackenzie and carried through the Commons ratifying the building of the Esquimalt-Nanaimo railway. A cert in wing of the Liberal party, led by Mr. Blake, who at this time was without a portfolio, were still hostile to the project, some of whom refrained from voting on the question. The bill was thrown out by the Senate by a majority vote of one. The Conservative Senators in a body voting against the measure, while but one prominent Liberal Senator, Hon. Mr. Penny, recorded his vote with the majority. Mr. Mackenzie determined to bring up the measure again, but on applying to Lord Dufferin, then Governor General, for power to enlarge the representation in the Senate, which would have been selected from the Liberal ranks, his request was refused, and the question for the time being allowed to slumber. The feeling of indignation if possible now became stronger than ever. Mr. Mackenzie has been charged with insincerity in the transaction, and that the sending of steel rails to Esquimalt was but a blind.

Lord Dufferin's Arrival

in the province did not in the least allay the feeling, nor did his well-known diplomacy tend to bring about a solution of the matters in dispute. There could be no mistaking the expression of indignation which was everywhere observable from the time he arrived till his departure. Arches which had been erected in honor of his arrival bore mottoes, such as "Carnarvon Terms or Secession." No assurance that the Governor-General could give would satisfy the people as to the sincerity of the government appeared to be relished. He returned, and to Mr. Mackenzie related all he had observed, and, it is understood, suggested the immediate commencement of operations.

The Fraser River Route Selected.

It was expected that this city would be the terminus of the transcontinental railway. Color was given to this supposition when Esquimalt was declared to be the point by an Order in Council. The route was to be via Bute Inlet and thence to the Northeast coast of this Island to Esquimalt and Victoria. When it became known that this route was found to be impracticable and that the Thompson and Fraser river routes to Burrard Inlet were certain to be adopted disappointment took possession of the citizens of Victoria. Mr. Sandford Fleming in his report of 1877 gives his reasons for recommending the route finally accepted. It is claimed, and with considerable reason, that Victoria for all time will be the practical terminus, as the Canadian Pacific and the Northern Pacific will make such favorable concessions to shippers, it being a competing centre, as will always command for it a leading position as a commercial, shipping and manufacturing centre. A ferry in connection with the Island Railway will be built and goods carried in bulk from the east to the ship's side in the harbor. That the completion of the Canadian Pacific will revolutionize the transportation traffic on this coast none will attempt to gainsay, and in these changes beyond doubt Victoria will be benefitted to a degree not hoped for by even the most sanguine.

Exit of the Mackenzie Government.

In the general elections of September 17, 1878, the Conservatives made as clean a sweep as did their predecessors in January, 1874, if not greater. Finding the country so pronounced against him, Mr. Mackenzie, waiving the constitutional right to hold office until the assembling of Parliament, resigned in October, 1878. Sir John Macdonald was again asked by Lord Dufferin, who had left Ottawa en route for Britain, to form a Cabinet, which he succeeded in accomplishing in a short time, choosing for his colleagues many of those associated with him perfidious to his fall in 1873. It was now hoped that greater progress and energy would be displayed than hitherto in prosecuting the work, for after an expenditure of three millions and a half of dollars, the route was at last determined upon. Speaking in Parliament, Mr. Mackenzie announced that the route which had been decided upon ran from Thunder Bay, on the western coast of Lake Superior, to Selkirk, on the Red River, via Rat Portage. Leaving Selkirk, it crossed Lake Manitoba, ran in a northwesterly direction to Northcote, and then struck due west to Battleford and Edmonton, and then through the Yellowhead pass, down the Fraser and Thompson rivers to Burrard Inlet. When the Conservatives came into office again affairs stood thus: The line from Selkirk to Thunder Bay was completed, with the exception of a gap of 185 miles; the line from the C. P. R. main line to Pembina was all graded and ready for the rails, and the road was built east from Selkirk one hundred miles or so, while the entire route from Callandar to Port Moody was surveyed. Up to that date the enterprise had cost $10,203,000.

Policy of the Conservatives.

On assuming control of the reigns of government in October, 1878, the Conservative leaders divided the portfolio of Minister of Public Works, whose duties Hon. Alex. Mackinzie had administered for close upon five years, but not with that success which many of his admirers would have wished for. As a matter of fact, every serious blunder committed by his government were perpetrated in his own department. His most virulent opponent will nevertheless admit that these errors were attributable to a desire to save money and not to any improper motive, such as aiding political friends. It was a blunder to send cargoes of steel rails to this province many years in advance of their requirements; it was an error of judgment to have purchased steel rails when the market was falling. Many similar errors could be named. The duties of premier and Minister of Public Works were too much for even so able an administrator as Mr. Mackenzie proved himself to be.

The Conservatives felt that the duties were too great for one man, and accordingly another portfolio was created, that of Minister of Railways and Canals, Sir Charles Tupper assuming control of this portfolio, while Sir Hector Langevin continued to administer the Public Works Department.

Mr. Mackenzie had completed the Pembina branch, which formed no part of the Canadian Pacific proper, connecting Winnipeg with the American railway system at St. Vincent on the Minnesota border, and was rapidly approaching completion. The construction of the line from Fort William at the head of Lake Superior westward to English river, Messrs. Purcell and Ryan being the contractors, another one eastward from Selkirk on the Red river to Cross Lake, the contractors being Messrs. Sifton, Ward & Co., who likewise constructed the overland telegraph line from the Red river to Humboldt, N. W. T., along the line proposed to be adopted by Mr. Mackenzie from the Red river to the Yellow Head Pass. The famous No. 15 contract was likewise in progress by Mr. Joseph Whitehead, were all in an advanced condition.

In August 1878, tenders were invited by the Mackenzie administration for the remaining unfinished sections between Rat Portage and English river in the east, and the construction of the line on this coast through the Fraser river canyon from Emory to Savona's Ferry. The contracts were to be awarded in short sections. The Macdonald administration, practically ratified the act of their predecessors.

Dissatisfaction in Manitoba.

In consequence of the decision arrived at by the Mackenzie administration to carry the main line from Selkirk northwesterly to the Yellow Head Pass by way of the Narrows of Lake Manitoba, to the Pacific coast, the people of Winnipeg and Southern Manitoba were very hostile to that government. Mr. Mackenzie was most obdurate in his determination as to the point of crossing for the main line at Selkirk; stating that the desire was to make the line as straight an one as possible, with easy gradients for heavy traffic. The city of Winnipeg offered to build a bridge and present it to the government if the line were brought into the city. The Selkirk and Pembina branch was now ready for traffic, and a very determined effort was made to secure a connection for the city.

Repeated remonstrances had been made against the action of the government by the people of Winnipeg. Representations were made that the "fertile belt" was being neglected; that this was the garden of the province and the government evidently indifferent to its vast capabilities. A contingent favorable to the Liberal government had been elected in 1874, in the hope that justice would be done to the section referred to; but without avail. At last, a re-survey was made of the territory lying between Winnipeg, south of Lake Manitoba and the Riding Mountains, with the view of constructing a branch line to join the trunk road at Livingstone. A favorable route was found. A bill was then introduced in the session of 1878 by the Hon. David Mills, Minister of the Interior, relating to the construction of Colonization Railways in Manitoba and the Northwest. It was strangled in its infancy; having received but the first reading. Its provisions were very liberal in the interest of that country, and many were eager to obtain control of the charters to be issued under this act. It was hoped that the passage of this act would aid Winnipeg and secure a railway service for that fine section of the province between Winnipeg, Portage La Prairie and Fort Pelly, on the original line approved of by Mr. Mackenzie.

Sir Charles' Visit to Manitoba.

In the early part of 1879 Sir Charles Tupper visited Winnipeg, and on inspecting the ground personally, decided to construct a line from that city in a northwesterly direction, and abandon in the meantime the main line from Selkirk by way of Lake Manitoba. At this decision there was much rejoicing in Winnipeg and Portage La Prairie—then the most important centres in the Northwest. Property advanced rapidly and the "boom" days began. A contract for one hundred miles was awarded in the summer of 1879 to Mr. Hugh Ryan. The country was an admirable one for railway construction, and the work was pushed to completion with amazing rapidity. It was afterwards discovered that such a line was totally unfit for a prairie country and it had to be rebuilt in some sections, and entirely abandoned in others.

The effect of the change in the government's railway policy towards Winnipeg and Manitoba was now apparent. Mr. Donald A. Smith had been unseated on some legal technicality. On appealing for re-election he was defeated by Capt. (now Col.) Scott by a handsome majority.

An outlet had been given Winnipeg by way of the Pembina branch in December 1878. The St. Paul, Minneapolis and Manitoba had been completed to St. Vincent and regular traffic was begun in the spring of 1879. This was the line that had been manipulated during the summer of 1878, in such a manner as to yield Messrs. J. J. Hill, Donald A. Smith, George Stephen and R. B. Angus vast fortunes, in consequence of the liberal advances made them by the bank of Montreal, to secure control of the stock held in Germany and Holland. Mr. Donald A. Smith at a meeting of the Hudson Bay Company, held since in London, stated that the shares when purchased by himself and his friends were not worth a shilling in the $100; since which time he asserted each share had risen to the value of $170, or £34 sterling per share.

Sir John Macdonald,

in the summer of 1879 went to New York to confer with capitalists, with the view of organizing a company and relieve the government of the responsibility and anxiety of completing the railway from Callandar, Ont., to Prince Arthur's Landing, and from Winnipeg to Savona's Ferry in this province. That mission was not a success. It has been asserted that offers much more favorable than those ultimately agreed upon had been made to the premier about this time, by a syndicate of Canadian capitalists. Not satisfied with these proposals, Sir John Macdonald, Sir Charles Tupper and Hon. J. H. Pope, visited London where they met and consulted with the wealthy capitalists of that great financial centre, as well as corresponding with others on the continent. It now became apparent that the Conservative Government, like its predecessor, had determined on giving control of the construction of the line to a private company, and that liberal inducements to embark in the undertaking would be held out by the government to such as would relieve it of the herculean task it had on hand. The building of the Intercolonial Railway had been completed as a government work. The Dominion was averse to repeating that expensive experiment. The inducements held out by the Mackenzie administration had failed in eliciting even a response or enquiries from capitalists. The depression period still prevailed while Sir John was in London. Capitalists were exceedingly particular in examining the class of security offered them as investments. Their relations with the American railway companies, as well as the great Grand Trunk, of Canada, were anything but satisfactory, for millions had been irretrievably sunk in these enterprises. The opposition press of Canada was persistent in its attacks upon the government and its railway policy, which was characterized as the "mad scheme of a mad government." At all the monetary centres these strictures were encountered. It was not therefore a matter of surprise that Sir John and his colleagues failed in their mission. They were compelled to return to Canada in a very dejected condition. Sir John's friends in Montreal decided on entertaining him at a public dinner on his return; for it was believed in some quarters that his mission was a success and they wished to extend to him this token of their appreciation of his efforts. At that dinner he asserted that an arrangement had been arrived at between his government and foreign capitalists for completing the line. Subsequent events too plainly revealed the fact that the premier was over sanguine in his conclusions, for nothing practical resulted from his visit to England.

Formation of the Canadian Pacific Railway Syndicate.

During the session of 1879 resolutions were passed by parliament reserving 100,000,000 acres of land in the Northwest to aid in constructing and carrying to completion the great national work. In the autumn of 1880, after the return of the ministers from their unsuccessful mission to London, negotiations were re-opened between the government and several Canadian capitalists, with the view of arriving at a definite arrangement. The terms which these capitalists now proposed were not so favorable—at least so it has been asserted—to the country as was the proposal made to Sir John before his departure to London.

The Famous Contract Made.

At last the basis of an arrangement were drawn up and discussed at a full meeting of the Cabinet and leading gentlemen representing the capitalists. An agreement was concluded. By its terms the road was divided into four sections as follows:

(1) Callandar to Port Arthur, 657 miles, to be built by the company.

(2) Port Arthur to Red river 428 miles, to be built by the government.

(3) Red river to Savona Ferry, 1,252 miles, to be built by the company; and

(4) Savona Ferry to Port Moody 213 miles, to be built by the government, making a total of 2555 miles from Callandar to the Pacific Ocean.

The syndicate were to receive a cash subsidy of $25,000,000, a land grant of 25,000,000 acres in alternate sections, extending along the line from the western limits of Manitoba to the eastern base of the Rocky mountains, for a distance of twenty miles on each side of the line. The government was to complete sections 2 and 4, estimated to be worth at least $30,000,000. The construction of rival roads was prohibited for twenty years; all material to be used in the construction of the road was to enter the country without paying duty; a free gift of all land required for workshops and stations was made, and the entire property of the company was exempted from taxation for twenty years. The road was to be completed by May 1st, 1891.

The Capitalists

forming the syndicate were, Messrs. Geo. Stephen, and Duncan McIntyre, of Montreal; Messrs. John S. Kennedy, of New York; Morton, Rose & Co. of London, England; Kohn, Reinack & Co., of Paris; Richard B. Angus and James J. Hill of St. Paul. Subsequently these gentlemen resolved themselves into a company, and shares were sold to whoever would buy them in the market.

It was insisted upon by Sir John Macdonald and Sir Charles Tupper that the name of Hon. Donald A. Smith should be omitted from the list submitted to parliament as those constituting the syndicate. Both of these gentlemen had a reason for this. Mr. Smith not only had spoken against the Macdonald government in its dying hours in 1873, but until his defeat by Capt. Scott, in Winnipeg, had ranged himself as a follower of Mr. Mackenzie. His very name to Sir John and Sir Charles was like unto gall and worm-wood. Time in its whirligigs brings about wonderful changes. Mr. Smith, so soon as the company was organized, became the owner of a large block of shares in the capital stock of the company. The gentleman whom Sir John Macdonald threatened to whip quicker than a certain hot place would scorch a feather now became a very prominent personage in the Canadian enterprise, with which was so closely linked the destiny of Canada and the security of the Conservative Government.

The Contract Discussed.

Yielding to public opinion, formed largely by the opposition and a certain wing of the Conservative press, the government decided on an early session of parliament in order to lay the conditions of the contract before the country, to procure its ratification and enable the company to proceed with the formation of its plans for the commencement of its gigantic undertaking. Accordingly early in December 1880, parliament met, and so soon as routine business had been disposed of, the full text of the contract was laid on the table of the House, and immediately published throughout the entire Dominion. Its terms and conditions at first reading were regarded as monstrous, and did not meet with approval from many of the Conservatives, while the Liberals characterized it as outrageous and ruinous; and great oratorical battles were waged in the House, the contending parties showing a keen rivalry as to which had the better stock of adjectives, the one of laudation, the other of denunciation. Parliament adjourned over the Christmas holidays, but there was no cessation of the strife between the parties. The battle was transferred from the parliament to the platform, and members of both parties, from Mr. Blake and Sir Charles Tupper down, addressed meetings in various parts of Canada, in hostility to the ratifying of the contract by parliament. The leading opposition journals urged the holding of protesting meetings everywhere; in some instances they were held, but they proved of no avail. The leading spirits in the scheme—Messrs. Stephen, Smith, Angus and Hill—had netted very handsome fortunes on their St. Paul deal, and were now prepared to invest in the Canadian enterprise. Mr. Angus was elected as general manager of the St. Paul road, and resided in that city, after resigning his position as general manager of the Bank of Montreal. It was felt that the members of the syndicate were thoroughly in earnest and most anxious to proceed with the work. The government and its followers were determined to bring the question to vote as soon after the holidays as possible, and notified its supporters to be present.

The Howland Syndicate.

Objection was taken to the policy of the government in awarding the contract, without having advertised and affording other parties an opportunity to tender or submit proposals. With the view of embarrassing the government a counter proposal was submitted by the Hon. Edward Blake, as a member of the opposition party, from Sir W. P. Howland and others of Toronto, which was considered a much more favorable scheme for the country than the one endorsed by the government. At the time it was asserted that the Howland company was gotten up merely for the purpose of obstructing the immediate passage of the government scheme, and that the parties comprising the company were merely "men of straw." This, however, was incorrect, for the gentlemen forming the Howland company, belonged to both political parties, and some of them were very wealthy. Sir W. P. Howland was

Continued on page

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Saturday, Nov. 7, 1885.

THE DAILY TIMES,

Published daily and weekly by the VICTORIA TIMES PRINTING AND PUBLISHING COMPANY, LD.

OFFICE—Yates Street, next to Frank Campbell's Corner.

TERMS OF SUBSCRIPTION.

DAILY TIMES, by mail to any part of Canada or the United States:

One year	$10.00
Six months	5.00
Three months	2.50

Delivered in all parts of the city by carrier, at 25 cents per week.

THE WEEKLY TIMES

Is published every Friday morning, is an excellent readable family journal, sent to all parts of Canada and the United States free of postage.

THE WEEKLY TIMES, per year	$1.00
" " " six months	1.25

TERMS—STRICTLY IN ADVANCE.

TRANSIENT ADVERTISING—Per line, solid nonpareil: First insertion, 10 cents; each subsequent consecutive insertion 5 cents. Advertisements not inserted every day, 10 cents per line for each insertion. No advertisement in this classification inserted for less than $1.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business—published at the following rate per line space of solid nonpareil, the duration of publication to be specified at the time of ordering advertisement:

More than two days and not more than one week, 10 cents.

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No advertisement under this classification inserted for less than $1, and accepted only for every day insertion.

PROFESSIONAL CARDS, Classified, 10 cents per week for each line. Not inserted for less than $1.00.

Notices inserted amongst regular reading matter items, 15 cents per line for each and every insertion.

Where cuts are inserted they must be ALL METAL—not mounted on wood.

Advertisements unaccompanied by specific instructions inserted until ordered out.

Advertisements discontinued before expiration of specified period will be charged the same as if continued for full time.

Special Rates for WEEKLY TIMES.

TO ADVERTISERS.—Changes for advertisements in the Daily edition must be handed in to this office not later than 10 a. m. on the morning of publication; otherwise insertion cannot be guaranteed.

Address, THE TIMES P. & P. CO., Victoria B. C.

J. C. McLAGAN, Manager.

FROM OCEAN TO OCEAN.

The great event, to which British Columbians have looked forward for many years with such ardent longing, became to day an accomplished fact. The Canadian Pacific Railway is finished, and from Port Moody to far-off Halifax—the *ultima thules* of our broad dominion—there is an unbroken chain of railway communication!

The driving of the last spike gave the finishing touches to an enterprise the greatest in magnitude, and one calculated to exert a powerful influence on the future destinies of our country, than any on which she ever before embarked. Like the coping stone on an edifice, the Canadian Pacific is the consummation of Confederation. Without it the structure would not have been completed; its permanency would have been uncertain, because its solidity and durability would not have been assured.

Elsewhere we refer at length to the completion of the great enterprise. It only remains now to congratulate the government, who have shown so much persistency in carrying out their policy, and the people of the Dominion in giving them the support without which all their efforts would have been vain. The burden put upon the country is no doubt an enormous one; but the future will justify the wisdom of the expenditure, and extol the statesmanship of the men who, in the face of almost insuperable obstacles, carried the work forward to a triumphant conclusion.

GETTING ALARMED.

The San Francisco *Chronicle* is becoming alarmed at the effects of the completion of the Canadian Pacific on American through lines. In attempting to account for the certain loss of traffic to established roads which it sees in the near future, it puts forward a rather remarkable plea. Its argument is amusing because of its absurdity, and of interest to Canadians because it is a confession that the competition of their road is about to paralyze freight traffic on American roads. The *Chronicle* says: "A report comes from London that a consolidation between the Canadian Pacific and the Grand Trunk has been, or is about to be, effected, and that both roads are to be placed under control of a single individual. This would imply a transcontinental line from ocean to ocean, 500 miles shorter than the line from San Francisco to New York, all under single management. The Grand Trunk has constantly been able to dictate terms to its southern rivals, the New York Central, Pennsylvania Central, Erie and Baltimore & Ohio, simply because it was hopelessly bankrupt; and while its competitors had to look out for their stockholders as well as their bondholders, it had no concern about its stock, and did not care whether it earned interest on its bonds. Now this hopelessly insolvent concern marries itself to another concern so hopelessly insolvent that competent judges in the Canadian parliament have declared that the earnings will fall short of its running expenses by two or three millions a year. Competition with such a rival is mere suicide. It does not care how much it loses. It has no credit to lose, and it can default on its interest without injury. If it gets so low that it cannot pay its men, the Canadian government will come to its rescue, in order to save a distinctively Canadian line. It will be a short-sighted policy to despise such competition for the trade between Asia and Europe. The Southern Pacific would better bestir itself. The Northern Pacific proved so serious a rival that the Southern Pacific was compelled to carry tea from the ocean for $300 a car, in order to head off its competition. This Canadian concern will prove a much more formidable opponent. It has the advantage of a shorter line, and of the condition of bankruptcy. If our California lines do not inject unusual energy into the fight, the results may be grave."

THE HICKS MYSTERY.

Continuation of the Inquest on the Death of John Hicks.

The Inquest Adjourns Until Dec. 7, Awaiting Developments.

FRIDAY, Nov. 6.

James J. Young, sworn:—I was present at Mr. Moffatt's house on the night Hicks was shot. When I saw him his vest was open. I assisted to undress him, with Dr. Milne. His pockets were not turned inside out. When I took his trousers off I heard money rattling in his pockets, but did not see it. I afterwards took $2.90 out of his right hand trousers pocket. The vest produced is the one he had on. His watch chain was hanging down when I first saw it. I noticed there were no sleeve links on the sleeves of his shirt. I stayed with him all night. He said in answer to my question that he thought he could recognize the man. The first I knew of his being robbed was when his deposition was taken. He never talked to me about it. The doctor told us to keep him quiet and give him the medicine regularly. The medicine was brandy every hour and morphia every two hours. I went next morning and examined the field over which one of the men was said to have passed. I discovered no marks on the grass, but on the fence there was one little splinter which might have been made by someone going over. I only saw deceased about three times before the occurrence. The splinter was shown me by Supt. Roycraft. It could have been done by a cow on the roadside. The fence is a three railed fence, and it was the middle rail. In my opinion the shot could have burned the hat at five paces. The shirt and undershirt produced I think are those which were cut away from Hicks. It appears scorched by the fire from the shot around the aperture made by the ball. I infer from that the pistol could not have been a foot away. On the night of the shooting I could recognize a person about six yards distant.

Mr. Moffatt recalled: I found the sleeve links produced on Wednesday last in deceased's traveling valise. I was present when Mr. Hicks made his deposition. I know nothing about the watch, that is to say I have not seen it since he was shot. I have two letters and an envelope that were picked up where the struggle is supposed first to have taken place. I have not got them with me. The tie he had on, I believe, is in my house. I have had the pistol in my hand. I think the weight of the pistol would be about 1½ pounds.

His Honor remarked at this point that the matter appeared to be getting more mysterious each sitting, and would wish to confer with the jury as to the expediency of a further adjournment.

Mr. Yates asked for an adjournment for a month till some information could be got from London. A letter was now on its way to England, and in reply thereto a cablegram would be received that would settle the question of how much money the deceased had on leaving there.

The inquest was then adjourned until the 7th December, when it is to be hoped some further light will be thrown on the mysterious dead.

CORRECTION—In our report yesterday, Mr. Charles Braund was made to say that "a gentleman in the room owed Mr. Hicks $20." The amount should have been $120.

NEWS ITEMS.

There are a thousand Knights of Labor in St. Thomas.

Manitoba flour fetches $5 a sack at Edmonton, N. W. T.

Rev. William Robertson Pierre, D. D., crown principal and vice-chancellor of the university of Aberdeen, is dead.

The first through passenger train on the Canadian Pacific railway from Winnipeg arrived at Montreal on Wednesday, on schedule time, 62 hours.

Mrs. George Vanness, of New Brooklyn, N. J., on the 22d ult., presented her husband with four children, two boys and two girls. All are doing well.

Mme. Adam Novoille-Reveux has sent a cable dispatch to the Governor-General of Canada, appealing to him to grant a repeal to Riel.

It is stated that the government has decided on appointing a commission of medical experts to examine into Riel's mental condition.

The Pope is negotiating with the Chinese government with a view of inducing the latter to allow the Vatican sole authority over Roman Catholics in China.

The war office at Constantinople continues its active war preparations, indicating that the Porte is not fully satisfied that the powers will peacefully settle the Roumelian question.

Government railway mail officials left for Port Arthur, to go on duty on the new through postal system on the Canadian Pacific between Montreal and Winnipeg, on Friday last.

Prince Edward's Island is pressing for representation in the Dominion Cabinet. It was promised it in 1882, but a favorable opportunity had not arrived until Sir Leonard Tilley's retirement.

The Liberal Temperance Union, Toronto, are organizing on a determined scale to defeat the Scott Act on its submission there, probably next January. A manifesto has been issued to citizens appealing for aid.

Hill has been elected Governor of New York state beyond a doubt. The State Senate will stand: Republicans, 19; Democrats, 13; same as before. The Assembly: Republicans, 72; Democrats, 56; a gain of one for the latter party.

From Spain it is reported that King Alfonso is seriously ill, and that a marriage has been arranged between Princess Eulalie, youngest sister of King Alfonso, and Prince Antonio, son of the Duke of Montpensier.

The run of codfish at the Lofoten islands, Norway, is said to be a marvelous sight. Billions assemble and form a mountainous shoal 120 to 180 feet high. The season lasts two months, and on a propitious day 7000 boats bring in 2,000,000 codfish.

It is stated in Ottawa that Hon. Thomas White will succeed Sir Leonard Tilley as Finance Minister, and that Prof. Foster will be taken into the Cabinet as the second Minister from New Brunswick, and will assume the portfolio of Minister of the Interior.

Fine Oysters.

A large bed of oysters has just been discovered by some fishermen on the Island, the shellfish being the largest and most delicious yet seen here. They are shipped direct to Joe Levy, of the Arcade, on Government street, where they will be supplied to lovers of this favorite dish.

Hundreds of letters from those using Ayer's Hair Vigor attest its value as a restorer of gray hair to its natural color. As a stimulant and tonic, preventing and often curing baldness, and cleansing and soothing the scalp, its use cannot be too strongly recommended. *

Trial proves that honesty is the best policy in medicine as well as in other things. Ayer's Sarsaparilla is a genuine preparation, an unequalled blood purifier, decidedly superior to all others. *

Rand Bros., real estate brokers, have removed from Yates street to Gulpin's new block, Fort street.

Fell & Co.'s fruit will be found superior to any in the market.

A Safeguard.

The fatal rapidity with which slight Colds and Coughs frequently develop into the gravest maladies of the throat and lungs, is a consideration which should impel every prudent person to keep at hand, as a household remedy, a bottle of AYER'S CHERRY PECTORAL.

Nothing else gives such immediate relief and works so sure a cure in affections of this class. That eminent physician, Prof. F. Sweetzer, of the Maine Medical School, Brunswick, Me., says:—

"Medical science has produced no other anodyne expectorant so good as AYER'S CHERRY PECTORAL. It is invaluable for diseases of the throat and lungs."

The same opinion is expressed by the well-known Dr. L. J. Addison, of Chicago, Ill., who says:—

"I have never found, in thirty-five years of continuous study and practice of medicine, any preparation of so great value as AYER'S CHERRY PECTORAL for treatment of diseases of the throat and lungs. It not only breaks up colds and cures severe coughs, but is more effective than anything else to relieve even the most serious bronchial and pulmonary affections."

AYER'S

Cherry Pectoral

Is not a new claimant for popular confidence, but a medicine which in to-day saving the lives of the third generation who have come into being since it was first offered to the public.

There is not a household in which this invaluable remedy has once been introduced where its use has ever been abandoned, and there is not a person who has ever given it a proper trial for any throat or lung disease susceptible of cure, who has not been made well by it.

AYER'S CHERRY PECTORAL has, in numberless instances, cured obstinate cases of chronic Bronchitis, Laryngitis, and even acute Pneumonia, and has saved many patients in the earlier stages of Pulmonary Consumption. It is a medicine that only requires to be taken in small doses, is pleasant to the taste, and is needed in every house where there are children, as there is nothing so good as AYER'S CHERRY PECTORAL for treatment of Croup and Whooping Cough.

These are all plain facts, which can be verified by anybody, and should be remembered by everybody.

Ayer's Cherry Pectoral,

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Sold by all Druggists.

COFFEE! COFFEE! COFFEE!

McNaughton Bros.,

GROCERS,

HAVE just received, direct from the East, a consignment of Choice Coffees, comprising the following:

PUREST COFFEE

Finest Arabian Mocha
Pure Gold Java
Old Government Java
Royal Java
Pure Gold Blended
Royal Rio

Turkish Coffee, containing 10 per ct. Finest German Chicory.

Galpin Block, Fort Street.

To Coal Consumers.

Coal Direct from the Collieries.

THE VANCOUVER COAL MINING AND Land Company (Limited) are now prepared to supply consumers direct from their Collieries with their

Best Household Coal

In quantities of one ton and upwards,

Price $7 per Ton of 2,000 Pounds.

The Coal will be hand-picked and delivered in sacks of 100 lbs. each. Orders should be sent to the Company at Nanaimo, and to prevent delay should be accompanied by Post Office Order or Cheque.

The Coal will be delivered at the consumer's residence or place of business within two days of receipt of advice.

nov 6 SAMUEL M. ROBINS, Supt.

Fancy Velvets, Plushes, Ribbons, Laces, Birds, Flowers. Ornaments in great variety.

Mrs. Whitlaw,

MILLINER, FORT STREET.

Just arrived, a large variety of Ladies' Felt, Chip and Straw Hats, Black and Colored, in all the newest shapes.

Morning and Evening Caps in great variety.

Evening Flowers in all the leading novelties. nov3

"WE LEAD!"

For Elegance of Style,
And Beauty of Finish!

Hall & Lowe,

PHOTOGRAPHERS,

Over Victoria House, Government Street. oct30

PRESCOTT

GRANULATED

HIGH GRADE

FLOUR,

Made by the North Pacific Flour Mills Co.,

THE NEW ROLLER PROCESS,

Extracting all the nutritive properties contained in the wheat.

The bread made by this flour is creamy, white, light and delicious, and more can be made from given quantity than from any other flour manufactured on the Pacific Slope. Fully equal to the best Minneapolis.

In this respect alone it is intrinsically worth ten per cent more than flour made by the old methods. M. J. PITTS, Agent.

nov4 1m Victoria, B. C.

QUIET HORSE.

FOR SALE—A Horse, 16½ hands high, warranted perfectly gentle in harness. Suitable for a lady, or would lady in delicate health travel. Apply P. O. Box 61. oct28

Victoria Transfer Co.

(LIMITED.)

STREET

OMNIBUS LINE

TIME TABLE.

Buses leave the following points every hour daily (Sundays excepted):

Corner Government and Johnson Sts.—For Point Ellice and Fountain on Douglas street—Commencing at 7:45 a. m. last trip 7:45 p. m. For Outside Wharf and head of Fort street—Commencing at 8:15 a. m.; last trip 8:15 p. m.

Fountain on Douglas street—For Outside Wharf, via Douglas, Johnson, Government and Quebec street—Commencing at 8 a. m. last trip, 8 p. m.

Point Ellice—For head of Fort street, via Store, Johnson, Government and Fort streets—Commencing at 8 a. m. last trip, p. m.

Head of Fort street—For Point Ellice, via Fort, Government and Store streets—Commencing at 8:30 a. m.; last trip, 8:30 p. m.

SUNDAYS,

Leaves Fountain and Point Ellice at 10:45 a. m., 12:45, 3:45 and 6:45 p. m.

Leaves Outside Wharf and head of Fort at 11:15 a. m., 1:15 and 6:15 p. m.

SINGLE FARE, - - - 10 CENTS

Twelve Tickets for One Dollar.

FRANK BARNARD,

nov5 Secretary.

For San Francisco.

The Pacific Coast Steamship Co.'s Steamer

"MEXICO,"

CAPTAIN HUNTINGTON.

Will sail from Victoria wharf, outer harbor, for San Francisco on

Wednesday, Nov 11, at Noon.

Intending Shippers are requested to make arrangements for Freight as early as possible, so that room may be reserved for their shipments. Freight for shipment by her is required to be on the wharf of the undersigned by 5 o'clock P. M. on Tuesday, Nov. 1.

For Freight and Passage apply to

WELCH, RITHET & CO., Agents.

nov5

For Hongkong

THE AMERICAN BARK

Southern Chief,

1300 Tons.

JOHN ROSS, - - - MASTER

Will sail from Victoria on or about October 25.

For freight or passage, apply to

HENRY SAUNDERS, Johnson street.

oct15 1d

Victoria Water Works.

TENDERS.

SEALED TENDERS will be received by the undersigned up to 4 o'clock p. m. on the 16th December next for the supply of

125 Tons Cast Iron Socket Pipes

for Water Works purposes.

Specifications of full particulars can be seen at my office.

THOS. RUSSELL, Water Commissioner

City Hall.

Victoria, B. C., 29th October, 1885. oct29

TOWN OF FARWELL.

Lots for Sale.

AELSOP & MASON.

oct19

VALUABLE PROPERTY FOR SALE.

Saw and Planing Mill

With capacity of 30,000 to 40,000 feet per day, together with

Timber Reserve of nearly 1000 Acres.

Apply to RAND BROS.

oct9 1m

HAVANA CIGARS.

A FURTHER SHIPMENT OF

CHOICE NEW CROP

From the Factory of Andres Rodriguez, Havana,

Regalia Imperial, Regalia Chica, Regalia de Londres, Regalia de la Reina, Conchas.

The above are in prime condition. For sale by

ROBERT WARD & CO.,

WHARF STREET. oct1 1m

Oysters and Game

OF ALL KINDS

AT THE

NEW YORK

Coffee and Chop House,

BURNS' BLOCK, YATES ST.

Open Day and Night.

F. KNUTH, Proprietor.

Bowling Alley.

Healthy Exercise—Pleasant Pastime. Cheap Amusement.

MR. JAS. BAKER invites the public to his new Bowling Alley on

YATES STREET (above Douglas),

Where a pleasant hour may be passed in a cheap and healthful way. Come one! Come all! nov1 1m

Levy & Katzman Sandal

WHITE LABOR ONLY.

P. O. BOX 75. P. O. BOX 75.

THE CITY BOOT & SHOE STORE,

204 FELL'S BLOCK, FORT STREET

The Largest Shoe House in Victoria.

Sole Agent for the following Eastern makers:

Burt & Packard, Boston; Hanthaway, Soule & Harrington, Boston; Edwin C. Burt, New York; Levy & Katzman, New York; Waterbury & Sons, New York; and Geo. W. Ludlow, Chicago.

Also, a Full Line of AMES HOLDEN

FINE BOOTS & SHOES.

GEO. H. MAYNARD,

PROPRIETOR.

The Best Congress

Mechanics' Store

48 48 48

JOHNSON STREET JOHNSON STREET

ARGOSY BRACES,

Are Elastic without India Rubber, and give to every movement of the human frame.

Boys, each,	*8 1-3 cts.*
Paper Collars, box,	*12 1-2 "*
Collar Buttons, doz.,	*25 "*
Carpenters' Aprons, ea	*25 "*
Men's Braces, pair,	*25 "*
Wool Socks, pair,	*25 "*
Ribbed Undershirts and Drawers, each,	*50 "*
Wool do., each,	*75 "*
Colored Quilts, each,	*75 "*

FULL LINES IN

RUBBER & CAPE ANN

CLOTHING,

Blankets, Umbrellas, and Gloves,

CARDIGAN JACKETS,

OVERCOATS,

Celluloid Collars & Cuffs

TRUNKS, VALISES, Etc.

CASH PRICES---WAY DOWN.

W. G. CAMERON.

nov2

S. P. KLEISER & SON,

310 Government Street, Victoria,

(First floor up stairs.)

Wholesale Dealers

IN

Watchmaker's Tools and Materials,

DIAMONDS, JEWELRY, Etc.

Agents for the Waltham, Elgin, Howard and other movements.

Gold and Silver Cases of every description in stock and made to order.

FINE WATCH REPAIRING a specialty.

Price Lists of Watches or Watch Repairing sent on application.

P. O. BOX 609, VICTORIA.

S. P. KLEISER & SON.

nov1 1m

MISS J. TAIT,

(Successor to Mrs. M. Adams),

FASHIONABLE

Dress and Cloak Maker.

Parisian and New York Styles received in advance.

Orders promptly attended to. Address: R. W. corner View and Douglas streets, Victoria, B. C. P. O. Box 425. Telephone Call 12. oct14 1m

C. B. ROBELEE,

Carpenter, Joiner and Contractor,

WHARF STREET, near JOHNSON,

VICTORIA.

All kinds of jobbing promptly attended to and satisfactory guaranteed.

Doors built on the lowest price.

Charges Moderate.

Quilts! Quilts!

COLUMBIA HOUSE.

Corner of Fort and Broad Streets.

Having purchased at a Great Bargain

825 HONEY COMB QUILTS,

Recently advertised for sale by H. M. Customs as Unclaimed Goods, the same will be offered for the next Thirty Days at the following prices:

Medium size,	$1.15 each.
Large size,	$1.35 each.

The attention of Hotel proprietors is paricularly directed to the above goods.

Note the address—Columbia House, Corner Fort and Broad Streets.

DON'T DON'T

SPEND A $

For DRY GOODS of any kind until you have examined the Choice Stock at

LANSDOWNE HOUSE

Where you will find

Everything New!!

LATEST FASHIONS! NEWEST STYLES!

Call and examine this well selected stock, all of which will be sold at hard times prices.

JOHN PARTRIDGE,

YATES STREET, VICTORIA, B. C.

DON'T DON'T

LEASK AND MORRISON

MERCHANT TAILORS,

211, Fort Street, Victoria,

Have received a carefully selected stock of the Latest Patterns in Scotch and English Goods. Worsted, Broad Cloths, Beaver, Chinchilla, Elysians, Frieze and Fancy Trouserings.

FIRST-CLASS IN EVERY RESPECT—CALL AND INSPECT.

COAL! COAL!

BEST WELLINGTON COAL,

In quantities to suit, delivered free of charge to any part of the city, by

HALL & GOEPEL,

Government Street,

NEXT TO POST OFFICE.

The Daily Times.

Victoria, Saturday, Nov. 7, 1885.

AT THE PORTAL.

[New Orleans Times-Democrat.]

Moses are green in the untrod walks,
In the broken fountain the water sleeps,
One white statue the silence mocks
With a gestured promise it never keeps.

Rank upon rank, and file upon file,
All silent the lily trumpeters stand,
In the hushed suspense of the dusky aisle,
Waiting—still waiting the word of command.

Closed is the portal—the curtain drawn—
Is it sleep or death that broods on the air?
Oh, when shall the far-off morning dawn?
The morning of mornings—heavenly fair—

When the sculptured lips shall utter their cry
And the lily trumpets ring glad alarm,
While window and portal open fly,
And yield my love again to my arm!

Origin of "Pin-Money."

[Harper's Bazar.]

Who thinks of "pin-money" as suggesting a stately observance of a splendid court? Yet such it really may, as we bring to mind the fact that in the reign of Henry VIII pins of metal were a great luxury, so much considered that the sovereign had a special act passed for the "true making of pynnes," and decreed that their value should be fixed at shillings, 6 pence a thousand—a sum representing twenty times, at least, the money to-day.

Up to the sixteenth century pins had been made of all sorts of wood, bone and silver, the poorest classes using a sort of small wooden skewer; but when the metal pin was first introduced it became a sort of luxury, as we have said, and with it is associated a curious custom of the same and later periods—that of making gifts of money and wearing apparel to ladies of any rank or station. The queen was not averse to receiving a gift of gold pieces from any of her subjects; but in order to give the presentation air of conferring a favor on the donor a special occasion was made for such gifts—New Year's and Whitsuntide, and other holidays being appointed, by fashion for these donations, and a little further due was thrown into the eyes of delicate ones calling them "pin-moneys" or "glove-moneys."

Accordingly, the lady whose income was said to include pin-money was regarded as a specially luxurious personage, it being known that the little articles were a sort of outside expenditure, and hence this arose the use of the term in marriage settlements, it being understood that pin-money constituted a peculiarly personal income; the sum which the wife was to have settled upon her for her own exclusive use, and for which she was to render no account to her lord and master; but as the present day it is often intended to supply the ladies' wardrobe.

Two Problems in Gastronomics.

[Manchester Courier.]

In a weaving mill near Manchester, where the ventilation was bad, the proprietor caused a fan to be mounted. The operators, instead of thanking their employer, made a formal complaint that the ventilator had increased their appetites and, therefore, entitled them to a corresponding increase in wages. By stopping the fan a part of the day the ventilation and veracity of the establishment were brought to a medium standard, and the complaints ceased. The operatives' wages would but just support them; any additional demand by the stomachs could only be answered by drafts upon their backs, which were by no means in a condition to answer them.

In Edinburg a club was provided with a dinner in a well-ventilated apartment, the air being perfumed as it entered, imitating in succession the fragrance of the lavender and the orange flower. During the dinner the members enjoyed themselves as usual, but were not a little surprised at the announcement of the provider that they had drunk three times as much wine as he had usually provided. The perfume of the air was the cause of the increased appetite for wine. It is a clever scheme of the hotel-keeper, by which he is fast reaping a fortune.

A Universal Language.

[Foreign Letter.]

A congress of philologists will soon assemble in Vienna to persuade the world to adopt a universal language. The scheme is by no means novel. In the thirteenth century a Toulousian monk named Roger worked very hard to convince his contemporaries that it would be to the advantage of humanity if a tongue of his own invention were generally spoken. But his mongrel jargon was more wordy than French and nearly twice as diffuse as Greek, and, although the apostle of reform wrote several books in the new language, there is no record that any one save himself ever knew exactly what they treated of. The Vienna congress will not try to foist Roger's system upon the nations, but it is just possible that it will recommend for universal adoption an artificial language called "Volapuk," which is said to have been devised by an enthusiastic Wurtemburg clergyman.

The Slaughter of the Songsters.

[Chicago Herald.]

The negroes of Louisiana are charged not only with eating up the birds of that state, but with devouring the eggs of partridges, robins, wrens and mocking birds whenever they can find them—and they are expert hunters. Those colored people are as bad as the ladies who encourage the slaughter of our beautiful and useful songsters by the barbarous practice of wearing wings and plumage on their bonnets.

A Rose at Andersonville.

[Chicago Herald.]

At Andersonville prison cemetery a rose bush was planted years ago at the head of a grave, and all efforts to exterminate it prove of no avail. It has sprouted again from the old roots, and a single red rose blooms on one of the sprouts. Another curious thing is a cistern at the keeper's lodge, that fills with water in some mysterious way that all investigations fail to account for.

Application for Wounds.

[Medical Journal.]

A new method of dressing wounds, by which their healing is said to be hastened and the pain made to disappear, at once has been brought into public notice by a French surgeon. He applies compresses wet with a decoction of thirty parts of chamomile flowers in 1,000 parts of water. He states expressly that this treatment is of no avail in the case of deep wounds.

Liberty in Russia.

[Texas Siftings.]

"Is there no liberty in Russia?" asked a New Yorker of Mr. Curtin, our ex-minister to Russia.

"O, yes; there is plenty of liberty, but, of course, it is not for everybody."

"I don't quite understand."

"There is plenty of liberty for those who are wealthy and powerful, but this liberty is for the common folks very much like the bank note on which is printed 'Whoever imitates this shall suffer death or imprisonment.'"

The "Noon Mark."

Fifty years ago schoolmasters had no clocks or watches, but told the time of the day by a mark on the floor, or if cloudy guessed at noon.

Merchant Traveler. The sculptured face on a gold coin may be beautiful, but neither tears nor smiles ever break its monotony.

HOME ITEMS AND TOPICS.

—"All your own fault
If you remain sick when you can
Get hop bitters that never—fail.

—The weakest woman, smallest child, and sickest invalid can use hop bitters with safety and great good.

—Old men tottering around from Rheumatism, kidney trouble or any weakness will be made almost new by using hop bitters.

☞ My wife and daughter were made healthy by the use of hop bitters and I recommend them to my people.—Methodist Clergyman.

Ask any good doctor if hop
Bitters are not the best family medicine
On earth!!!

—Malarial fever, Ague and Biliousness will leave every neighborhood as soon as hop bitters arrive.

—"My mother drove the paralysis and neuralgia out of her system with hop bitters." *Ed. Oswego Sun.*

☞ "Keep the kidneys healthy with hop bitters and you need not fear sickness."

—The vigor of youth for the aged and infirm in hop bitters!!!

—"At the change of life nothing equals
Hop Bitters to allay all troubles incident
Thereto."

—"The best periodical for ladies to take monthly, and from which they will receive the greatest benefit is hop bitters."

—Thousands die annually from some form of kidney disease that might have been prevented by the use of hop bitters.

Indigestion, weak stomach, irregularities of the bowels, cannot exist when hop bitters are used.

A timely * * * use of hop
Bitters will keep a whole family
In robust health a year at little cost.

To produce real genuine sleep and child-like repose all night, take a little hop bitters on retiring.

☞ None genuine without a bunch of green Hops on the white label. Shun all the vile, poisonous stuff with "Hop" or "Hops" in their name.

Robertson & Co.
ESTATE
Brokers
OFFER FOR SALE:
A few very desirable Lots in the 85 acres, next to
GRANVILLE, COAL HARBOR.
We have also on our list, a large amount of
VALUABLE PROPERTY ON
Coal Harbor!
AND
ENGLISH BAY,
By the Lot, Block or Acre.
Office—Government Street, Victoria
oct

The Golden Rule

NEW GOODS!
FOR THE
WINTER,
JUST RECEIVED
W. J. JEFFREE,
YATES STREET.
ESTABLISHED 1858.

Suits. Suits.
Men's Boys' and Children's suits in great variety and at such
REDUCED RATES
As will pay you to see them before purchasing elsewhere at
A. GILMORE'S,
JOHNSON STREET, Victoria.

MASONIC BUILDING.
CHEAP BOOTS
CHEAP VARIETY STORE
AND SHOES
DOUGLAS ST., VIC.
TWEED SUITS, $7.

Horses and Shorthorns
FOR SALE—Several well broke, gentle Horses, young and middle-aged, with one old gelding still serviceable. Responsible parties can have any of the horses for a short trial.
SHORTHORNS.
Three Shorthorn Bull Calves,
Three-quarter bred, but as symmetrical as thoroughbreds.
Terms Cash, Wheat, Oats or Potatoes.
oct13 3mdAw W. F. TOLMIE,
P. O Box 236, Victoria.

TABLE DELICACIES.
AND ALL KINDS OF
FINE
FAMILY GROCERIES
A SPLENDID ASSORTMENT OF
Provisions, Liquors, Etc.,
Every article for hotel, boarding house or private family use.
HENRY SAUNDERS
Johnson Street.

We Sell to Build Up a Business.
COME and SEE OUR NEW STOCK!
THE BEST VALUE EVER OFFERED ON THE PACIFIC COAST!
AT B. WILLIAMS',
Johnson Street, bet. Broad and Douglas.
Suits for Young and Old to suit all tastes. Comfortable Overcoats at all prices. Underwear of all grades and lowest prices.
Hats, Caps, Mitts, Gloves, Ties, Socks, Shirts, Trunks, Umbrellas, and Valises. Satisfaction guaranteed or money refunded.

FURNITURE!
New Goods! New Goods!
Walnut Bedroom Suites, Ash Bedroom Suites,
Oak Bedroom Suites, Cherry Bedroom Suites,
Maple Bedroom Suites, Spruce Bedroom Suites.
Walnut, Ash and Maple Dining Room and Library Furniture.
FOLDING CHAIRS—a beautiful assortment just received—Covered, Carpet, Velvet and Plush.
Curtain Poles, Walnut, Ebony or Ash; Decorated Opaque Window Shades, New Style Portia Window Curtains; CARPETS, a great variety all kinds, WALL PAPERS, with artistic decorations; Mouldings, Mirrors, Blankets, Perambulators, Upholstery Goods.
Crockery, Glassware, Etc.
Decorated Toilet Sets, latest styles, just opened; Majolica Ware, an immense variety just opened; Polka Dot and Fancy Glassware; Rich Gold Library Lamps and Chandeliers, with prisms; Cutlery, John Russel's celebrated; Plated Ware, Vases, Fancy Goods.
SOLE AGENT FOR—Cold Blast Feathers, warranted odorless; Bushnell Roll-up Spring Beds, the cleanest and best; Dowell Woodenware—cannot fall to pieces; Marsh Electric Lamp, improved, guaranteed the best.
☞ Importer and Jobber of House Furnishing Goods of every description. Call and examine stock and prices before purchasing. P. O. Box 218.
JOHN WEILER, - - Victoria, B. C.

BY JINGO! LOOK HERE!
Levi, the Tailor,
On Johnson Street,
Is getting New Styles of Goods by every steamer. Go and see. You will be astonished at patterns and prices
He makes up Pea Jackets and Overcoats in the Latest Styles from $20 to $25. HE MAKES THE BEST FIT OUT. oc13 1m

CANADIAN PACIFIC NAVIGATION CO.
LIMITED.
Taking effect from August 6th, Steamers will leave as follows, viz:—
FRASER RIVER ROUTE.

FROM VICTORIA FOR	MONDAY.	TUESDAY.	WED'SDAY.	THURSDAY.	FRIDAY.	SATURD
Ladner's Landing, New Westminster and Pt Hammond	7 A M		7 A M.		7 A M.	
Plumper Pass	7 A M				7 A M.	
Grave'le, Moody'le, Pt Moody		8 A M				
Chilliwhack	7 A M				7 A M	
Yale						

NOTE—Freight for Points in the Interior must be shipped via Port Hammond. Shippers are requested to mark weight on each package.
No freight will be received after 5 p. m.
JNO. IRVING, Manager.

NEUFELDER & ROSS
Importers and Dealers in Staple and Fancy Groceries, Wines & Liquors. Quality Guaranteed.
VICTORIA B.C.
AGENTS FOR
BENNETT'S
Point Reyes Butter.

John Meston
CARRIAGE MAKER,
BLACKSMITH, Etc.,
Government street, between Johnson and Pandora Streets,
VICTORIA, B. C. j19

R. T. WILLIAMS,
PRACTICAL
Blank Book
MANUFACTURER,
Government & View Streets,
VICTORIA. j25

POULTRY STAND
J. BROWN has opened a Poultry stand in the premises known as the Fulton Market, Johnson street, third door east of Government. Poultry dressed to order, chickens and game. Fruit always on hand. The above will be supplied at the lowest possible prices. Please call. oct24 3m

E. G. PRIOR,
—IMPORTER OF—
Iron, Steel,
HARDWARE
—AND—
Agricult'rl Machinery
Builders' Hardware,
Miners' Outfits,
Farm Wagons,
Plows, Harrows,
Mowers, Reapers,
Twine Binders,
Etc., Etc., Etc.
GOVERNMENT ST., - VICTORIA.

DONALDSON'S ALBIONIA WASHING POWDER
This unrivalled powder has been tried by our customers and found to give the handsome results claiming for it. We now offer it to the public as a strictly pure article, and guarantee the buyer to be UNRIVALLED.
THE SELF-FEEDING SHOE BRUSH.
Sole Agents for British Columbia,
J. & J. ALLETT, Grocers,
Corner Fort and Douglas Streets.

THE LONDON
Boot & Shoe Store.
JAS. MAYNARD has opened a new Boot and Shoe store, on Douglas street, opposite the City Hall.
A Large Stock of Fine Boots & Shoes kept on hand.
New Boots and Shoes MADE TO ORDER AND REPAIRS NEATLY EXECUTED.
Call and inspect.
JAMES MAYNARD
oct24 3m

CLASSIFIED BUSINESS CARDS.

HOTELS.

THE AMERICAN HOTEL,
ESTABLISHED 1859.
YATES STREET, VICTORIA, B. C.
Rates $1 to $1 50 per day.
july18 T. J. BURNES.

CIVIL ENGINEERS.

HARRIS & HARGREAVES,
CIVIL ENGINEERS, LAND SURVEYORS, AND ARCHITECTS.
S. E. cor. of Government & Fort Sts., up-stairs
VICTORIA, B. C.
Plans, specifications and estimates furnished for buildings.

ARCHITECTS.

J. F. DONOVAN,
ARCHITECT,
Galpin's Block, Government Street,
Victoria. nov 1

JOHN TEAGUE,
ARCHITECT.
GOVERNMENT STREET. VICTORIA, B. C.

BURRIS & DE LA PENOTIERE,
ARCHITECTS AND ENGINEERS.
Moody's buildings, cor. Broad and Yates Street
VICTORIA, B. C.
S. C. BURRIS, Architect. W. DE LA PENOTIERE, Architect C. E., D. L. S.

REAL ESTATE

ROBT. LIPSETT,
REAL ESTATE BROKER AND FINANCIAL AGENT,
july11 Government street, Victoria, B. C.

JOHN J. AUSTIN,
NOTARY PUBLIC.
Real Estate and General Agent. Loans negotiated, Town and Country Property for sale. Offices Colonist Building. P. O. Box 50.

FURNITURE, ETC.

A. E. SHORE,
NEW AND SECOND-HAND FURNITURE,
Johnson street, between Government & Broad,
Victoria B. C.

MERCHANTS.

TURNER, BEETON & Co.
MERCHANTS.
H. C. BEETON & Co.—
20 FINSBURG CIRCUS LONDON E.C. Wharf Street, Victoria, B. C.

IRON WORKS.

ALBION IRON WORKS Co. (Limited.)
HOME INDUSTRY.
Engines and Boilers of every description.
Cooking and Heating Stoves, etc.
ANDREW GRAY, Manager.
W. F. BULLEN Secretary.

GROCERIES.

J. FINLAYSON,
Corner of Government and Broughton streets, Victoria, B. C.
Dealer in FINE FAMILY GROCERIES, of all kinds. Table delicacies in great variety. Also, choice Tea and Coffee.

PRINTING.

MUNROE MILLER,
STEAM BOOK & JOB PRINTER,
Johnson St. near Broad. VICTORIA, B. C

GUNSMITHS, ETC.

HAS ARRIVED!
THOMAS THOMPSON
Practical Gunmaker from Birmingham, England.
Has also had 25 years experience in the leading Fire-Arm Factories of the United States. Rifles recut and rerighted. Sewing Machines repaired, Cutlery ground and set. Locksmithing and General Repairing done. All work guaranteed.
Shop—17 Yates St., next to S. L. Kelly & Co. P. O. Box 420. oct 15-tf

LIDDLE & KAEDING,
Sole Agents for the famous
Breech-Loading Shotguns of W. & C. Scott & Son, Parker Brothers, Colt, Remington, American Arms Company and C Smith.
538 Washington St., San Francisco
oct 13-3m

Important Notice!
Quadra & View Street Drug Store.
MESSRS. HAUGHTON & BAIRD respectfully desire to inform the public, and their friends that they have opened the above establishment for the sale of
Pure Chemicals, Drugs, Patent Medicines & Family Requisites.

Mr. Haughton, L. D. S., L. M.,
SURGEON-DENTIST,
Attends daily from 10 a.m. to 5 p.m. Irregularities in Children's Teeth carefully attended to. Charges moderate.
P. O. Box 341—NORTH BELL, hall door.
sep1

Empire Brewery.
HENNING PETERS, late of the Lion Brewery, is now prepared to supply the trade and families with all kinds of
Beer, Ale and Porter.
The Brewery is situated on Spring Ridge, and is built over a well of pure, ever running spring water. This fact enables me to manufacture the very finest brands, equal to any imported Ale, Beer and Porter.
The machinery used is of latest pattern, the ingredients are pure water, malt and hops, and a trial is only necessary to convince that the brands are the finest manufactured in the Province.
All orders for city supply, or for shipment to Island or Mainland points will receive prompt attention and a satisfactory article furnished.
HENNING PETERS,
Empire Brewery,
aug19 tf Spring Ridge, Victoria, B. C.

Fire Insurance
Ætna Insurance Co.
OF HARTFORD, CONN.
ESTABLISHED 1819.
Cash Assets $10,000,000
Losses paid in 66 years .. $60,000,000
Risks accepted at current rates of premium, and losses paid with promptitude and liberality.
FRANK BODWELL,
City Agent,
Government street,
June 1. Next door to Telegraph Office.

IMMIGRATION.
PARTIES WISHING TO BRING OUT their friends from Europe, Canada and the States, will save money by purchasing tickets here.
HALL & GOEPEL,
GOVERNMENT ST., VICTORIA.

Notices.

GARRICK'S HEAD.

NOTICE.
THE undersigned has sold his interest in the Garrick's Head Saloon, Bastion street, to Mr. Edmund Spencer, and retires from the firm of Bush & McDermott. The firm will be henceforth Bush & Spencer. All claims will be paid by Messrs. Bush & McDermott, to whom all debts due the late firm must be paid.
ROBT. McDERMOTT.
Victoria 19th October, 1885. oct15 1m

Notice.
THE public are cautioned against negotiating a promissory note for $1100, dated 15 June, 1884, made by Kwong Lee & Co., in favor of William Teague. The note is the property of William Teague, was placed in the hands of Com Yow for collection, and the latter has failed, upon request, to return, or account for, the same.
Victoria, October 17th, 1885.
J. ROLAND HETT,
oct17 Solicitor for William Teague.

Notice.
THE partnership business heretofore carried on by the undersigned at the "Ship Inn," Esquimalt, was dissolved by mutual consent on the 23rd September last. D. J. McDonald has assumed all the assets and liabilities of the late firm and will continue the business.
Victoria, October 14, 1885.
PETER J. McDONALD.
ALFRED WHITLOCK.
Witness—J. Roland Hett. oct15

NOTICE.
THE UNDERSIGNED GIVES NOTICE THAT he has purchased the business of Shoon Kee, on Government street, and will from the 15th of October carry on the business in my name. All debts will be paid by Shoon Kee.
LEUNG KEE.
October 10, 1885. oct10 1m

Notice
ALL THOSE INDEBTED TO THE FIRM of Cullbreath, Grant & Cook, Cassiar, are requested to call on the undersigned at the office of Mr. R. Lippett, second door from the Telegraph office, Victoria, to settle their indebtedness, or legal steps will be taken to collect the same.
JOHN GRANT,
Vict., B. C., Dec. 3rd, 1884. dw2 tf

Notice.
DURING my absence in California Frank Campbell holds my power of attorney.
P. MURPHY,
Adelphi Saloon.
October 3rd, 1885 oct3

Notice.
I INTEND to apply to the Department of Marine and Fisheries for permission to extend my wharf twenty-five feet from the present line.
W. F. TOLMIE.
Victoria, B. C., 4th November, 1885. nov1 4t

NOTICE.
DURING my absence in the East I have given Power of Attorney to Edward T. Garrett to transact my business. A. W. LAWSON,
Sept. 7 1885. sep3

D. M. EBERTS. W. J. TAYLOR
Eberts & Taylor,
BARRISTERS & SOLICITORS,
Langley Street, Victoria.
sep 29 1m

Capt. Wm. Ingram,
Submarine Mechanical Diver.
LEAKS LOCATED AND STOPPED
Orders may be left at P. McQuade & Sons. Telephone Call 501 B. Prompt attention to all orders. oct14 1m

S. P. WARREN & CO.,
STOCK BROKERS,
411 California St., San Francisco.
STOCK BOUGHT AND SOLD AND CARRIED on margin.
Money to loan in large and small amounts on Mining Stocks. Stocks paid for the same day as soon as sold. Assessments paid and dividends collected without charge.
Special attention given to all orders from the country. oct9-3m.

REGINALD NUTTALL,
Real Estate Broker, Valuator and Conveyancer.
Loans Negotiated. Property bought and sold on commission, etc.
OFFICE—Pemberton Block, Yates street, Victoria. sep16 tf

W. H. PHILIPPS,
ENGRAVER
ON WOOD AND METAL.
Die Sinker, Stamp Maker, Stencil Cutter.
OFFICIAL SEALS
And all kinds of Jewelry Engraved.
Corner Trounce and Broad Streets
au20tf Victoria, B. C.

LOWENBERG, HARRIS & CO.,
Real Estate Agents.
PURCHASE, SELL AND LEASE PROPERTY, collect rents, make loans on mortgage and transact all business relating to
REAL ESTATE.
Maps showing the various districts on the Island and Mainland, the attention of desirable City Lots, Homesteads, Gardening and Farm Lands, can be consulted at their office. 1tf

W. S. MASON,
IMPORTER,
Wholesale Grocer & Provision Dealer
No. 2 and 4 NORTH FRONT STREET,
PORTLAND, OREGON.
All orders for Groceries, Meats, Standard or Country brands of Flour, Meals and Feed promptly filled.
Sole Agent for the "SOOGE" HAMS, the finest cured. j29

W. D. MCKILLICAN. W. J. ANDERSON
McKILLICAN & ANDERSON
CONTRACTORS
AND
BUILDERS.
Job Work Executed with Neatness and Dispatch.
All Work Guaranteed to give Satisfaction.
Stair Building a Specialty.
Langley Street, between Broughton & Courtney
VICTORIA, B. C.

A. & W. WILSON,
Plumbers, Gas Fitters,
BELL HANGERS AND TINSMITHS.
Dealers in first Descriptions
Heating and Cooking Stoves,
Ranges, Etc.
FORT STREET, VICTORIA, B. C.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Saturday, Nov. 7, 1885.

BIRTH.

MACKAY—In this city, on the 3rd inst., the wife of Donald Mackay of a son.

CITY AND PROVINCE.

—The Olympian brought 100 sheep for J. R. Anderson to-day.

—Ten Chinese arrived by the Olympian this forenoon.

—Before purchasing Real Estate or insuring your life, see Rand Bros.

—Mr. Colby, the trance speaker, will hold a meeting in Harmony Hall tomorro week.

—The "Southern Chief," with a cargo of Chinamen from the Sound, bound for Hongkong, arrived in the Royal Roads this afternoon.

—Geo. Werner, the whilom theatrical manager at Philharmonic Hall, has pulled up in Sacramento gaol, where he is held on a charge of embezzlement.

—The Knights of Labor will meet in Harmony Hall, View street, to-night, at half-past seven. Important business will be brought before the meeting.

—Given away three times every day; the best two-bit meal in town, at the C. P. R. Dining Hall, corner Douglas and Johnson streets, up stairs. No Chinese whatever employed.

—The Olympian brought freight for: Tai Chung, Sus Lee Chung, M W Waitt, Geo Radge, Wm Tinson, S E King, A Ofner, Fell & Co, S Leiser, Neufelder & Ross, R C P Mills, R Lettice, E B Marvin, Wm McKane, E G Prior, Mrs Worth, J B Lovell, McDonald Bros, C Butler, C Beck, J A Anderson.

—Mr. John Wintermute, New Westminster, met with a severe accident in his furniture factory on Friday. In starting the engine his clothing caught in the machinery, when he was drawn in and his right arm broken in two places. He was also considerably bruised and burned by coming in contact with the boiler.

PERSONAL MENTION.

Admiral Sir Michael Culme-Seymour and Captain Mitchell, R. N., returned from the mainland.

Mr. G. B. Martin, M. P., arrived in the city by the Yosemite to-day.

Captain Clements goes to Granville on Monday to open a permanent shipping office in connection with his Victoria business.

Mr. P. Daunt, of Tacoma, is in the city.

Mr. Donald Ross, San Francisco, is here on a business trip.

Mr. W. E. Stubbs, of San Francisco, is in Victoria on business.

Mr. J. W. Buckley, one of the obliging officers of the Northern Pacific, went up on the Princess Louise to meet Mr. Van Horne.

Mr. Spuhn, of the Northwest Trading company, Alaska, goes north again on the steamer Idaho.

The Olympian brought the following passengers to-day: J Manning, Mrs G Smith, W Grant and wife, W Sage, G W Reynolds, J M Buckley, E W Carpenter and wife, C Evans, M Ford, H Penshone, Mrs Hill, Miss Ferguson, W B Fry, C L Shannon, H Harries, J E Gardner, A W Gilbert, P Nelson, D Ross.

Passengers per Yosemite to-day: Mr and Mrs Sinclair, Miss Sinclair, Mrs Medina, Miss Byrnes, Mrs Fitzpatrick, Miss Reece, Mrs Innes, Messrs Ladner, G Duck, J A Lyons, G Baillie, McCrae, D A McDonald, McBeth, Gray, Dr Lindes, Blyth, McDonald and others.

MARINE NOTES.

The ship State of Maine, coal laden for San Francisco, was towed to sea by the Alexander yesterday.

The Idaho arrived from Port Townsend this morning. She will sail for the north at 7 a. m. to morrow.

The Princess Louise left for Burrard Inlet at 12 o'clock to convey Mr. Van Horne and party to Victoria. It is possible she may arrive back at midnight or early in the morning.

ANTI-CHINESE UNION.

At a full meeting of the members at Harmony Hall last night, Mr. Duval, presiding, the following were elected an executive committee: W.A. Robertson, J. M. Duval, A. Dods, F. L. Tuckfield, R. T. Williams, George Powell, S. Creech, Thomas Houghton, D. H. Riddell, James Raddiman, W. Tierney, W. H. McNab, Stewart, W. Bakewell, Blackett, W. Calhoun, Arthur Grant, H. P. Cramer, McClymont, Mortimer, Thomas Clements, and H. Joselin.

Mr. Powell submitted the following resolution, which was carried: "In view of the fact that the authorities need watching in the carrying out of the Restriction Act the anti-Chinese union call the attention of their central committee to that clause of the Restriction Act which allows only one Chinaman to each and every 50 tons burden of vessels entering Canada, and ask them to see that that clause is not violated. Carried.

—A resolution expressing appreciation of the promptitude with which Messrs. Shakespeare and Baker brought the question of fraudulent certificates before the government, was carried.

ST. ANDREW'S SOCIETY.

The annual meeting of the St Andrew's and Caledonian Society, for the election of officers for the ensuing year, was held in the Society's hall, Langley street, last evening. The following officers were elected: John Boyd, Pres.; William Lorimer, Senr. Vice-President; James Russell, Junr. Vice-President; Donald Mackay, Treasurer; W. H. Mason, Secretary; William Scott, Asst. Secry; Rev. Mr. Stephen, Chaplain; Dr. Milne, Physician; Thomas Russell, A. B. Gray, John Ross, A. J. Smith, James Hutchison, Mayor Bethet, and George Mann, Directors. It was decided to celebrate St. Andrew's day in a manner fitting the occasion. A framed photograph of the son of Sergt Sheppard, one of the boys who obtained the Society's medal for the best Highland costume at their last annual gathering, was presented to the Society.

THE HICKS MYSTERY.

The investigation into the cause of the death of John Hicks has not resulted in unraveling the mystery. The dying deposition, and the testimony of Mrs. Hicks, are not consistent with the "intentional suicide" theory, to which so many gave immediate credence. The only point at which the deposition is at variance with the evidence is in the matter of the sleeve buttons, which deceased thought he had worn on the fatal night, but which have since been found. That, however, is not a very important point, as it would be quite possible for any person to be mistaken on a trifling matter of that kind. The adjournment of the inquest to give time for investigation in England, is all right; but if it should transpire that the dead man's statement is true in every particular, it is to be hoped that after so much valuable time has been lost it will not be too late to discover the murderer. It is in the interest of justice that the suicide theory should be discarded for the present and the efforts of the authorities be directed in the other channel.

(Continued from 1st page.)

the promoter of the scheme; his associates being Edward Gurney, jr., John Proctor and John Stewart, of Hamilton, all wealthy capitalists; Col. Walker of London, representing a wealthy corporation; A. W. Ross, then of Winnipeg, but now of Victoria, on his own behalf and others; James McLaren, president of the Ottawa bank; H. H. Cook, and a Mr. Gibson of New Brunswick, both lumber kings. Their proposal was to accept of $22,000,000 in cash; 22,000,000 acres of land and waiving the monopoly clause, but agreeing to all the other conditions. However, favorable some might consider this offer it was rejected by parliament. The government measure carried in the Commons by a vote of 140 to 54—probably the largest majority secured for any measure in the parliament of this country. All objections against the original contract were promptly voted down. The contract was ratified by the senate, and effect given to this legislation by the Governor-General giving Royal assent to the act the day after it passed the senate. On the 1st day of May, 1881, the road passed into the hands of the Canadian Pacific Railway Company.

While the contract was being discussed in parliament an indignation meeting was held in Winnipeg, the citizens of which place had misinterpreted some of the clauses in the contract. They were assured that their fears were entirely groundless; that the government and the company were determined to do that city full justice in railway matters. It was likewise during this debate that Sir John assured the house that they "could not check Manitoba."

The Onderdonk Contracts.

The plans and specifications upon which tenders had been called for by the Mackenzie administration in 1878, were modified by their successors. It is reported that Mr. David Oppenheimer of this city, endeavored to induce Messrs. Crocker & Co., of San Francisco, to tender for the contract, but that they declined. He was then introduced to Mr. Andrew Onderdonk, who then was constructing the sea wall for that city. Mr. Onderdonk, on behalf of himself and others, tendered for the whole, as well as sections, of the work between Emory and Savona's Ferry, but were not successful. Mr. Oppenheimer was then in Ottawa and succeeded in buying off the successful contractors for the section from Spence's Bridge to Savona's Ferry; Mr. Onderdonk at this time being in New York. On his return to Ottawa Mr. Oppenheimer and Mr. Onderdonk manipulated matters in such a manner as to secure control of the remaining sections, by buying off the contractors. Mr. Onderdonk is supposed to have had associated with him in the scheme such capitalists as Mr. D. O. Mills and others. Active operations were begun on the work in the early part of 1880, and continued with unflagging zeal and determination until its completion.

Construction Begun in Earnest.

No sooner was the transfer completed than the company immediately resumed the construction of the road with an earnestness that neither of the governments had hitherto displayed. At a meeting of the company it was resolved to make Montreal the headquarters of the company. Mr. George Stephen was appointed president; Mr. Duncan McIntyre, 1st vice-president; Mr. R. B. Angus, 2d vice-president, and Mr. C. Drinkwater secretary. These constituted the executive board. Other gentlemen, amongst whom was Mr. Donald A. Smith, were associated with them as directors.

For a time the offices of general manager, and the superintendent, engineer-in-chief, and the offices of the heads of subordinates for the various departments were located at Winnipeg, that city being in close proximity to the base of operations.

In consequence of the St. Paul element being strongly represented in the directorate it is said induced the selection of Mr. A. B. Stickney, as the company's first general manager, and Gen. Rosser as chief engineer, both of whom were Americans. The former resigned his position in the fall of 1881. The present efficient general manager, Mr. W. C. Van Horne, assumed control on the 1st January, 1882, having previously occupied the same position on the Chicago, Milwaukee & St. Paul line. At an early stage he secured the services of Mr. John M. Egan, an energetic and experienced railway man, from St. Louis, as general superintendent of the operating department. Mr. John H. McTarvish, manager for the Hudson Bay Company in Winnipeg, had been selected as land commissioner for the sale and management of the lands of the company. He likewise set to work to organize his staff of assistants. Sales of lands began early in the summer of 1881.

The company concentrated their energies on the prairie section. Gen. Rosser with his staff were kept at work night and day, preparing plans, etc. This officer was found to be equally as desirous of looking after his own personal advantages as other human beings are. A disagreement took place between Mr. Van Horne and himself, which resulted in Gen. Rosser being compelled to resign his position. Much recrimination took place between these two gentlemen. But still the work went on.

The fall of 1881 saw the line completed to Oak Lake, and a regular daily train service to Brandon, a distance of 135 miles west of Winnipeg. The company abandoned the Mackenzie line, as well as the air line of 100 miles from Winnipeg westward built by the present government. This was a very disgraceful section of railway work. The company now, it was evident, were determined to pierce the Rocky mountains in the direction of Calgary. Satisfactory evidence had been furnished them that much good land was to be found along this route. The more northerly country could be supplied with railway service at a future date; each line of railway so constructed would act as a feeder to the Canadian Pacific trunk line. Time alone will test the wisdom of such a policy.

In 1882 the amount of work accomplished was perfectly astonishing. It was a year of great development for the entire Northwest as well as for the railway. By the end of this season trains were running 450 miles west of Winnipeg; 150 miles more were graded and ready for the rails.

C. P. R. Operations on the Pacific Coast.

Major Rogers and his nephew, of St. Paul, arrived in this city in April, 1881, and at once proceeded to the interior with the view of ascertaining the possibility of finding a more southern route through the Selkirks, the Gold and Rocky mountain ranges, than the northerly one by the Yellow Head Pass. Many pronounced the errand a fool hardy one as none could be found. The Major, however, with characteristic western pluck and energy persevered until at last his efforts were crowned with success. Capt. Palliser, in 1859, had crossed the great plains to Fort Edmonton; thence to Fort Calgary and through the mountains following the Bow river, as far as the head waters of that stream, and thence through the mountain gorges, till the Columbia was struck. Following its meanderings he came out in the Kootenay country. So far as known Major Rogers was the first to discover a practicable route for the railway from Lake Kamloops eastward to and beyond the Columbia. Mr. Moberley had came across it as early a date as 1862, the Illecillewat being then named Moberley Creek in honor of that trip. The discovery of this route by Major Rogers undoubtedly saved the company many miles in distance—a prime consideration with all railway managers, as it affects the working operations of the line for all time—millions of money were saved on construction account, and the line completed many months earlier than it would had it been carried by the northerly route. The Governor-General-in-Council ratified the change, from the Yellow Head Pass route, in December, 1883. The Provincial Government of British Columbia were notified of the fact, and immediately a reserve was placed upon all lands not already alienated within twenty miles on either side of the track, from Kamloops to the eastern boundary of the province. This reserve is held in trust by the Dominion Government to aid in liquidating the debt incurred for the construction of the Canadian Pacific Railway. Much of it is very valuable for its timber and minerals, as well as being agricultural and grazing lands.

Winnipeg, Port Arthur and the Canada Central.

On the 10th of June, 1882, the line between Port Arthur and Winnipeg was completed, and by the end of the summer there was a continuous line of steel from Lake Superior to a point 450 miles west of Winnipeg. But not until the following year did the company obtain control of this division. As yet, work on the line north of Lake Superior had not been vigorously prosecuted. Its starting point was Callandar, an almost unknown place in the wilderness. The company recognizing the necessity of reaching the sea, during this year bought the Canada Central Railway, which connected them with Ottawa and Brockville, and the Quebec, Montreal and Occidental Railway, which gave them connection with the sea-port of Montreal. Work was then begun on the Lake Superior section, and in his annual statement in the house in May, 1883, Sir Charles Tupper announced that 1132 miles were completed and that the end of 1886 would see the road open from Montreal to the Pacific Ocean. During this year 200 miles of track were laid on the Lake Superior section, and nearly 400 on the section west of Winnipeg, the Summit of the Rocky mountains being reached, at a distance of 962 miles west of Winnipeg on the 27th November, 1883.

Messrs. Langdon, Sheppard & Co., of St. Paul, had the contract for all the work executed in 1881-2, and part of 1883. The North American Railway Contracting Company, composed principally of the officers of the Canadian Pacific Railway Company, was organized late in 1882. On the completion of the Langdon-Sheppard contract it took the work in hand, and under the management of Mr. John Ross completed the line westwards to a junction with Mr. Onderdonk's contract from the company, a short distance east of Eagle Pass Landing.

The Company's Resources Taxed.

The tremendous energy with which the road had been built told severely upon the resources of the company. The road was so far advanced in 1883 that two additional years would only be required to finish it, although the terms of the arrangement specified 1891 as the date at which it should be completed. The funds of the company were nearly exhausted, and the hostility of rival Canadian and American railways depreciated its stock until it could not be disposed of in the money market. To enable the company to dispose of its shares, the government in the autumn of 1883 guaranteed interest at 3 per cent. for ten years on the $65,000,000 worth of stock issued by the company, receiving some $14,000,000 as security for its guarantee. This did not have the results expected, and when parliament opened in 1884 the government submitted a proposition to grant the company a loan of $22,500,000 until 1891, taking as security a first mortgage on the entire property of the company. The payment of some $7,500,000 due the government on the guaranteed fund was suspended for five years. This enabled the company to go on with their work, and by the end of the year the road was completed with the exception of a few gaps in the Rocky mountains, and to the north of Lake Superior. The company again became financially embarrassed and to enable it to secure first class equipment for the road, the government during the last session of parliament authorized the company to issue $35,000,000 worth of first mortgage bonds, $20,000,000 worth of which were to be retained by the government as security and the remainder to be placed upon the market and sold. A temporary loan of $5,000,000 was also made. The bonds sold at the unexpectedly high figures of 95, and the company raised enough money to pay back the temporary loan and carry the work to completion. The opposition press, and a powerful rival Canadian Railway Company, had resorted to every possible species of warfare to depreciate the value of this stock, prophesying that the road would not for many years earn sufficient to grease its wheels. Conduct of this character was most unpatriotic; and for a time its effects were apparent in the apathy with which the company's stock was regarded at home and abroad. All this is now happily changed, the stock being a favorite everywhere.

List of Shareholders—Where the Stock is Held.

A return published by order of parliament places the capital of the company at $100,000,000; but of this sum only $65,000,000 has been issued to the shareholders. Of these there are 1,500; 35 of the number being Canadians, their holdings aggregating the sum of $8,298,800, at par. George Stephen, the president, controls $3,542,200; Donald A. Smith, $1,175,000; R. B. Angus, $1,190,000; Duncan McIntyre, $1,235,000, and W. C. Van Horne, $416,300. The balance of the stock held by Canadians is in small amounts. A large amount of the stock has been sold in London, Amsterdam and New York. The largest holders are these: Morton, Rose & Co., London, $7,514,100; administration office, Amsterdam, $3,344,900; U. Palmetto, New York, $4,128,000; Chinery Bros., London, $3,017,000; Morton, Bliss & Co., New York, $2,027,900; J. M. Otter, New York, $1,160,000; of Canadian Pacific stock, $18,415,000 is held in New York; $17,809,100 in London; $7,418,000 in Amsterdam; $2,751,000 in Scotland, and $1,141,500 in Paris.

The C. P. R. in the East.

It will be observed that the C. P. R. proper begins at Callandar and terminates at Port Moody. During the session of 1878, a subsidy of $12,000 per mile was voted to the Canada Central to carry its line from Pembroke, on the Upper Ottawa in Ontario to Callandar. This grant afterwards proved to be an important precedent, for it formed the basis for Quebec's claim to a refund of $12,000 for every mile of railway it built between Quebec and Ottawa, known as the North Shore Line. Mr. D. McIntyre controlled a majority of the stock of the Canada Central. He had likewise become a heavy shareholder in the C. P. R. syndicate. He arranged with the latter company for a long lease of the line. Having secured this important link the management of the C. P. R. set to work to secure the control of the Ontario and Quebec, from Ottawa to Toronto, where it had already secured the management of the Credit Valley to St. Thomas, where connection with the systems of the Western States was made by way the Canada Southern and Michigan Central, and on to Elora, where the C. V. terminates for the present. The Toronto Gray and Bruce had been secured some time previous, giving the C. P. R. an outlet at Owen Sound, on the Georgian Bay, where a connection is made with the C. P. R. Lake Superior steamers. The Teeswater branch, in Bruce County, is to be extended to Kincardine, on Lake Huron. The control of these lines by the C. P. R. has resulted in an enormous increase in its traffic receipts, while those of the Grand Trunk show a corresponding decrease. Many of the eastern cities are agitating a connection with the C. P. R. and other branches are likely to be constructed.

From Montreal to the New England and Eastern States cities the company has direct connections under its own control. Within a few weeks past the control of the North Shore line from Quebec to Montreal was purchased. In Manitoba arrangements are being made for railway extension by the company. At present the extension of its Southern Manitoba line is under contract. An independent outlet will be secured for its traffic on the Atlantic seaboard. When the new steel bridge is built across the St. Lawrence at Montreal, goods can be put on board the cars at Vancouver and run through to the ship's side without the train being stopped or broken on the company's own system, being the only one crossing the continent that can claim this unrivalled advantage.

The Port Moody-Emory Division.

In 1882 tenders were invited for the construction of the Port Moody-Emory division. Many tenders were sent in. It was ascertained that the tender of Messrs. Duncan McDonald & Charlebois was lower by $209,255 than that of Mr. Onderdonk; but in consequence of some alleged irregularity in the deposit, accompanying the tender, Sir Charles Tupper finanly awarded the contract to Mr. Onderdonk. The transaction was a puzzling one, and gave room to the belief that favoritism had been displayed in awarding the contract to a firm who were not the lowest bidders. Mr. Onderdonk displayed much executive ability in carrying on these contracts, involving, as they did, a sum of over $12,000,000. He was awarded a contract from the Canadian Pacific Company in the spring of 1884, to construct the line from Savona's Ferry eastward to a junction with Mr. Ross's division. Like energy was also by him displayed on this contract, and had not the supply of rails become exhausted on the coast division it is certain the line would have been completed some time since. It has been considered a fortunate circumstance for this province that so wealthy and reliable a firm as Messrs. Onderdonk & Co., were the contractors, for they now leave the province, after having honorably liquidated all their liabilities to the fullest extent. There are those to be found, however, who are severe on the Onderdonk management for the exorbitant transportation rates levied on both passengers and freight.

The Moving Spirits

in the enterprise, since 1882, are generally believed to have been Mr. George Stephen, the president; Mr. W. C. Van Horne, vice-president and general manager, upon whose shoulders rested the responsibility of working out the company's plans as general manager; while Messrs. Smith, Angus and McIntyre, with that rare ability for which they are famed, proved themselves to be powerful aids. The efficient and energetic secretary, Mr. Chas. Drinkwater, has also displayed wonderful executive talent. In connection with these should be mentioned the general superintendents in the east and in the Northwest, as well as the heads of the several departments, whose sole and only aim has been to render every assistance possible to make the service of the C. P. R. equal if not superior to that of any other railway in America. Each and all are now deserving the thanks of the community for having made such excellent calculations as to when the line should be completed. A year ago the 25th of August was named the work has been finished within twelve weeks of that calculation. Success to the Canadian Pacific railway and the company controlling it should be the fervent wish of every true Canadian and well wisher of his country.

The Undertaking Finished.

We have thus traced the great work from its inception to the driving of the last spike. The politics of the several governments who had control of the national undertaking. The formation of the Canadian Pacific Railway Company; the ability displayed by it in carrying on the work in the face of stupendous difficulties, commanding at once the wonder and admiration of the civilized word. Now that it is finished Canada may well feel satisfied at the satisfactory manner in which the undertaking has been completed. The scheme was inaugurated by Sir John Macdonald and under his regime it has been successfully finished. It was a gigantic undertaking, but well worthy of Canadians and those under whose management the end has been reached.

Comparative Statements.

At this juncture some comparisons between the Canadian line and its American transcontinental lines may prove of interest. The first is the question of mileage:

	Main Line. Miles.	Branches. Miles.
Canadian Pacific	2,805	432
Northern Pacific	1,869	578
Union Pacific	1,922	1,128
Southern Pacific	2,115	1,936

CAPITAL.

Canadian Pacific	$ 65,000,000
Northern Pacific	103,749,464
Union Pacific	110,144,000
Southern Pacific	152,430,700

FUNDED DEBT.

Canadian Pacific	$ 35,000,000
Northern Pacific	50,122,200
Union Pacific	213,594,564
Southern Pacific	85,817,000

The financial position of the company was fully canvassed and discussed during the recent session of parliament, as compared with other lines, the Canada Pacific stood:

	Total charges.	Bonds.
Can. Pac., per mile	$ 27,200	12,000
North'n Pac., "	62,900	19,700
Union Pac., "	109,357	70,000
South'n Pac., "	55,785	21,140

By way of comparison on debt account the traffic on the several transcontinental lines would have to pay first.

	PER MILE.
On the Union Pacific	$ 5,467
" Northern Pacific	3,200
" Southern Pacific	2,939
" Canadian Pacific	1,400

In other words, each of these roads would have to charge, per mile, on its freight on one thousand miles of road:

	PER TON.
The Union Pacific	$ 5.47
The Northern Pacific	3.24
The Southern Pacific	2.94
The Canadian Pacific	1.42

A tariff of $5.47 per ton on the Union Pacific would be equivalent to $1.45 for the same quantity of freight on the Canadian Pacific. And take one cent as a basis of calculation, the charges in respect to payment of original cost price would be:

	CENTS.
Union Pacific	0 01
Northern	0 57 2-5
Southern	0 53¾
Canadian Pacific	0 26¼

The Cost of the Road.

Here is a brief resume of the construction of the work:

Section 1, from Callandar to Port Arthur, built by the company, completed in May, 1885;

Section 2, from Port Arthur to Winnipeg, built by the government, completed in June, 1882;

Section 3, from Winnipeg to Savona's Ferry, just completed.

Section 4, from Savona's Ferry to Port Moody, built by the government, completed in July, 1884.

The cost of the work has been as follows:

Cash subsidy	$ 25,000,000
Built by government	27,000,000
Loan of last year	22,881,912
New obligations of this year	15,000,000
Land grant bonds	8,102,000
Paid on stock	29,568,123
Miscellaneous	2,196,582
Total	$140,344,714

About $15,000,000 of this was expended in buying up roads from Callandar to Montreal and throughout Ontario and Quebec.

QUEEN VICTORIA'S CONGRATULATIONS

Transmitted to the People of Canada in Honor of the Event.

OTTAWA, Ont., Nov. 6.—The following letter conveying the Queen's congratulations on the completion of the Canadian Pacific Railway, is sent with Mr. Chapleaus' compliments, for insertion in your paper to-morrow.

HENRY J. MORGAN.

Acting under-Secretary of State, Ottawa, Nov. 6, 1885.

Dear Sir John Macdonald:—I have received by cable, through the Secretary of State, Her Majesty's commands to convey to the people of Canada her congratulations upon the completion of the Canadian Pacific Railway. Her Majesty is pleased to add that she has watched its progress with much interest, and that she hopes for the future success of a work of such value and importance to the Empire. You will, I have no doubt, take steps in order to give publicity to Her Majesty's most gracious congratulations. Let me conclude this note by expressing the hearty satisfaction with which I have learned that this great national work has been successfully accomplished. I am, dear Sir John, yours sincerely, LANSDOWNE.

FOUND GUILTY.

The Eliza Armstrong Case Ended—Verdict of Guilty.

LONDON, Nov. 7.—The trial of Mr. Stead and the other defendants in the Armstrong abduction case was resumed to-day before Justice Lopes. The Judge in his charge to the jury urged that they bring in a verdict according to law, and not to allow personal sympathies to influence their decision. Mr. Stead, Justice Lopes said, filled the *Pall Mall Gazette* with filthy, disgusting articles of an obscene nature, the publication of which were not connected with the present charge. The only material question for the jury to decide was whether the child Eliza Armstrong was taken away from her home against her father's will. They were also to determine whether the mother sold her child to the prisoners as alleged by defendants. The jury retired at 3:40 p. m. The foreman asked the Judge, before jury left their seats, to be allowed to distinguish between Mrs. Jarrett and Mr. Stead as to their criminal liability in case the jury concluded that Mrs. Jarrett had disobeyed the instruction of Mr. Stead.

LONDON, Nov. 7.—The jury brought in a verdict of guilty against Stead and Rebecca Jarrett, and acquitted both Jacques and Booth. The jury returned to the court room at 6:40 o'clock with their verdict. They agreed that Stead and Mrs. Jarrett took Eliza Armstrong from her home against her father's will, but could not agree as to whether Mrs. Jarrett obtained the child by false pretences. They also agreed that the mother did not sell her child, as alleged by defendant, and that Booth and Jacques were not parties to the abduction. The Judge deferred passing sentence on the convicted prisoners until after the trial of indecent assault against Stead, Jacques, Jarrett and Mowray.

The prisoners were all admitted to bail to appear on Tuesday next. The jury allowed that Mr. Stead had been misled, and they urged that the laws for the protection of women and children should be better enforced.

POLICE COURT.

(Before E. Johnson, S. M.)

SATURDAY, Nov. 7th.

Mr. Wilson, on behalf of Mrs. May Hudson, made a request for an order for the protection of her private property from her husband.

Mrs. Hudson, sworn: My husband's name is Francis Alexander Hudson. I was married to him on the 3d September, at Everton, England. I have resided in Victoria since the 10th December last. My husband deserted me five months ago; left on account of debt. I have since paid all his debts except Mr. Rowbotham's. I have been earning my own living since then. He has contributed nothing for my support during that time. He sent me some threatening letters, that if I did not send him something he would shoot or kill me somehow. The letters produced are in my husband's handwriting. He returned to the city two days ago; he has been looking for me. He is employed on the Olympian. I stand in fear of him. I don't know what he wants with me; I think he wants me to go to live with him. He has no home for me; he makes me support him. When I could not find him money he beat me. The order was granted.

Michael Hennesy, charged with vagrancy and using abusive language to foot passengers; fined $10, in default 14 days.

John W. Nettleton on remand from yesterday. Some further evidence was taken with regard to his assaulting Van Horst, with intent to do him bodily injury. The prisoner was committed for trial at the assizes on this charge also.

Richard Copland, charged with supplying liquor to an Indian. Remanded till Monday. Prisoner admitted on bail.

BOARD OF TRADE.

At a meeting of the B. C. Board of Trade, held this afternoon, it was decided to present Vice President Van Horne, on his arrival in Victoria, with an address congratulating the company and the country upon the final completion of the Canadian Pacific, and expressing the hope that more favorable traffic rates than has hitherto been enjoyed over the American lines will be inaugurated upon the opening of the line for through traffic. The address will probably be presented on Monday.

For Great Bargains in Choice Millinery go to the City House, where the Entire Stock is being sold below cost.

ROCKFORD

QUICK TRAIN WATCHES.

Unequalled in Existing Service. Used by the U. S. Coast Survey; U. S. Naval Observatory by Locomotive Engineers and other Railway men. They are recognized as THE BEST. Sold in principal cities and towns by exclusive Agents (leading jewelers), with a full warranty

G. W. A. LANGE & SON

VICTORIA.

Sole Agents for British Columbia.

For Good Value in Clothing, go to

A. GILMORE'S,

Johnson Street,

Where you will find full lines of Men's and Boys' Suits and Overcoats, just received direct from the first European and Canadian Factories; also, a large stock of Gent's Furnishings, Hats, Caps, Trunks, Valises, &c., all of which will be sold cheaper than ever before offered in Victoria.

Clothing made to order—Fit and workmanship guaranteed.

PIONEER TAILOR—ESTABLISHED 1858.

NO CHINESE TAILORS EMPLOYED. tu&f 1m

A. HARRISON. C. McLACHLAN.

Victoria Coal, Wood & Lumber Yard.

WOOD & WELLINGTON COAL

ROUGH AND DRESSED LUMBER,

Shingles, Laths, &c.,

ALWAYS ON HAND.

Seasoned Lumber a Specialty.

AT

LAUREL POINT.

(Next Sehi's new Factory.)

P. O. BOX 571.

TELEPHONE CALL, 590.

Agency of the Chemainus Sawmill.

THE CHINESE AT SEATTLE.

Gravity of the Position—Troops Ordered to the Scene.

A Proclamation by the President—Trouble in the Air.

SEATTLE, Nov. 7.—The anti-Chinese committee visited the Chinamen again this morning and notified them to leave at once. The feeling seems to grow more bitter hourly. The revenue cutter Oliver Wolcott has been lying opposite the town all day with guns trained on the Chinese quarters. Troops are now en route from Vancouver barracks, and are expected here this evening.

A special from Vancouver to the *Daily Call* says that troops are in readiness and the boat is waiting orders to go to Seattle and Tacoma.

Several Chinamen are before the grand jury. District Attorney White says the United States will reinstate the Chinamen and rebuild the houses. Three hundred troops left Vancouver to-day and will reach Seattle to-night at 11 o'clock.

WASHINGTON, Nov. 7.—The President to-day issued the following proclamation: By the President of the U. S. of America:

A PROCLAMATION—Whereas, it is represented to me by the Governor of the Territory of Washington, that domestic violence exists within said territory, and that by unlawful obstructions and combinations and the assemblage of evil disposed persons, it has become impracticable to enforce, by ordinary course of Judicial proceedings, the laws of the U. S. at Seattle, and at other points and places within said territory, whereby life and property are there threatened and endangered; and whereas the legislature of said territory cannot be convened, and in the judgment of the President an emergency has arisen, and a case is now presented which justifies and requires, under the constitution and laws of the United States, the employment of the military to suppress domestic violence and enforce the faithful execution of the laws of the United States, if the command and warning of this proclamation be disobeyed and disregarded. Now therefore, I, Grover Cleveland, President of the United States of America, do hereby command and warn all insurgents and all persons who have assembled at any point of the said Territory of Washington for unlawful purposes aforsaid to desist therefrom and disperse and retire peaceably to their homes, on or before twelve o'clock meridian, on the eighth day of November, instant, and I do admonish all good citizens of the United States, and all persons within the limits or jurisdiction thereof, against aiding, abetting, countenancing or taking any part in such unlawful acts or assemblages. In witness whereof, &c.

(Signed) GROVER CLEVELAND.

I O O F

ENTERTAINMENT.

THE Odd Fellows intend holding an entertainment at their hall, Douglas street, on

Tuesday Evening, 10th Inst.

Followed by a

DANCE.

Tickets can be had of Messrs. J. Hawkins, Fort street; W. Flewin, at the Belmont Shoe Store, Government street; A. H. Gardiner, at Gilpatrick's Clothing Store, Johnson street.

Tickets admitting Ladies and Gentlemen, $1.00. M. G. BLANCHARD, Sec. Com.

nov 5

BAZAAR.

A BAZAAR IN AID OF THE

Roman Catholic Cathedral Fund

WILL TAKE PLACE IN THE

THEATRE COMIQUE

Wednesday & Thursday, Nov. 11 & 12

Admission 25 cents; children half price.

HOT LUNCH will be served at 12 noon each day.

Wanted.

ADVERTISEMENTS under this head, three insertions, 50 cents; six insertions, 75 cents.

WANTED—A large Wholesale Toronto firm, opening a branch in Victoria, want a smart young man of several years experience in dry goods. To a good salesman who knows the district liberal encouragement and good salary will be given. Address: TIMES office. Nov. 7-6t

WANTED to purchase, a second-hand Fanning Mill. Send particulars with price, to the Victoria Rice Mills, Store street. nov7 2t

WANTED—By a respectable young person, either to do chamber work in a hotel or do light house work and take care of children in a private family. Address M. M., TIMES office. nov6

WANTED—A young man wants a situation as Groom or Coachman. Has had 15 years' experience. Willing to make himself useful. Address A. B., this office. nov 5 2t

WANTED—A Bookkeeper at once. One who has a good knowledge of the grocery business preferred. Apply to J. R. Ferguson & Co. nov 5

WANTED—A situation as housekeeper by a widow lady from the East. No objections to leave town. Address J. C., TIMES office. nov4 6t

WANTED—An active young lad, about 17 years, well acquainted with the city, quick at figures and a fair penman, in a city counting room. Address for further particulars in applicant's handwriting, "Assistant," THE TIMES Office. nov7 4t

WANTED—A situation by a young man of good character and having satisfactory testimonials. Has been accustomed to have charge of horses, to do gardening and to make himself generally useful. Moderate wages for steady work. Address J. H. C., THE TIMES office. oct30

WANTED immediately at the Sunnyside Hotel, Granville, an experienced white Cook. Apply at THE TIMES office. oct24 3t

WANTED—A farm laborer, lately from England, wants employment. Is accustomed to taking care of all kinds of stock. Good references can be given. Apply to James Eccles, Vancouver House. oct

WANTED.—Wanted immediately, a good Cornmaker also a Furnisher; steady work at regular prices. Address "S. F.," New Westminster. sept 11 tf

For Sale.

FOR SALE—H. Finlay keeps a full line of Keys to fit any make of lock. Waddington Alley, between Johnson and Yates streets. nov7 3t

FOR SALE—Private Board and Lodging House in a desirable location. Will be sold at a reasonable figure if applied for soon. Inquire at 108 Government street. nov7 6t

FOR SALE—One very handsome and nearly new Landau Carriage, with splendid set of Harness and Horses, complete. Price, $1200. Apply to John J. Russell. nov7 1m

FOR SALE—BUGGY, CHEAP—For pair or single, with hood. Only been in use two months. For further particulars address S. J., TIMES office. sep 9

To Let.

TO LET—Cottage to let, furnished, in Victoria West. A five-roomed Cottage, with Stabling and necessary outbuildings. Apply to TIMES office. nov6 1m

TO LET—An Office on Government street, centrally located, suitable for a Shoe or Sample Room. Apply at THE TIMES office. oct3

Meetings to be Held.

ST. ANDREWS and CALEDONIAN Society meets in Odd Fellows' Hall, Langley street, on First Monday in every month. All Benchmen are invited to join. nov 1 tf JAMES RUSSELL, Secretary.

[illegible] meets every Wednesday at 8 p. m. at Temperance Hall, on Pandora st., at 1.30 p. m. A good programme and valuable prizes at every meeting. Strangers cordially invited. nov 1

AN ENTERTAINMENT IS GIVEN AT TEMPERANCE HALL every Saturday evening. Good Temperance speakers and Musical Entertainments. Every Friday is Social Night for Members, with Refreshments, Dancing, &c. Admission 10 cents. Social Hall for the Members free. All are cordially invited. Entertainment every week previous. HENRY GEORGE, President.

ESTRAY.

STRAY HORSE—Came to the premises of the subscriber about three months ago, a dark bay horse, about four years old. The owner can have same by proving property, paying expenses and this notice. Any person detaining or selling the same will be prosecuted. MRS. JOHN ANDERSON, Lochside Farm, Saanich District. nov7

AT MADAME WHARTON'S HAIR HOUSE, Douglas street, you take your choice of a new shade. The most and best fashionable shades. We keep a handsome stock of Hair Goods. Chignons to suit the times. Time correct, prices Double. nov7